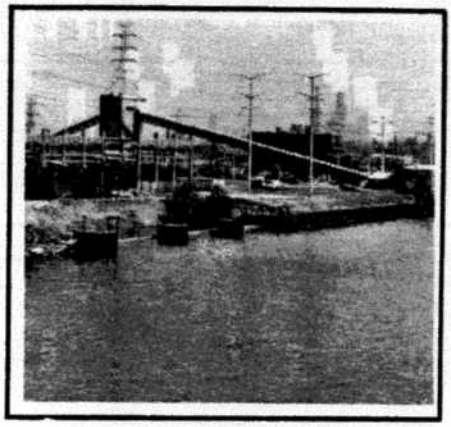

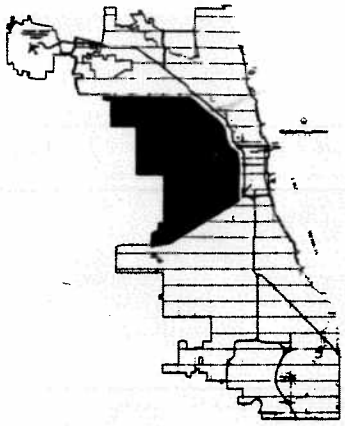

CORRIDORS OF INDUSTRIAL OPPORTUNITY

A PLAN FOR INDUSTRY IN CHICAGO'S **WEST** SIDE

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development
Valerie B. Jarrett, Commissioner

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Industrial Land Use Policy

INTRODUCTION

CORRIDORS OF INDUSTRIAL OPPORTUNITY: A PLAN FOR INDUSTRY IN CHICAGO'S WEST SIDE is one of three industrial-area land use plans being prepared by the City of Chicago. Taken together, these three plans will constitute a comprehensive industrial land use plan which will provide the framework for implementing the City's industrial land use policy.

The creation and preservation of jobs for Chicago residents is a major economic development goal of the City. To meet this goal, the City encourages economic diversity. A diversified economy will enable the City to adapt to changes in the regional and international market and to absorb the impact of these changes.

Industrial business is critical to a diversified economy. The industrial sector provides highly paid employment for workers, supports important secondary job markets and is an incubator for innovation from which new technologies and industries emerge.

In support of its job creation goal, the City's industrial land use policy seeks to provide opportunities for synergy between related industrial activities, to minimize the conflicts between industrial and other land uses, and to maximize the benefits of public investment in capital programming and related industrial investment.

This policy is supported by the following eight point implementation strategy:

1. **Adopt an industrial land use plan which designates viable and well defined industrial corridors.**

   Industrial corridors designated in this industrial land use plan should be considered areas of the City's highest priority for long term industrial development and investment.

2. **Maintain the industrial integrity of the corridor by requiring that proposals for non-industrial development and proposals for rezoning to non-industrial districts be approved as planned developments.**

In general, rezoning of any land located within a corridor to a non-industrial zoning classification should be avoided. It is recognized, however, that in particular cases such rezoning may be appropriate.

Proposals for the rezoning and development of parcels within a designated corridor to a residential, business or commercial zone should require submission of a specific development plan and approval as a planned development to ensure that the rezoning would be compatible with the remainder of the industrial corridor. Approval should only be granted following a determination that each of the standards described below have been satisfied:

(a) The property which is the subject of the proposed rezoning is not suitable for viable industrial development.

The property may be unsuitable for viable industrial use because the area surrounding the property has changed in character or for other reasons.

(b) The proposed rezoning and development will not result in creating impacts which, when taken together and as a whole, would be substantially adverse to the continued viability of existing industrial uses or to the potential for new or expanded industrial development within the corridor.

Impacts to be considered include, among other things, substantially increased zoning or other regulatory restrictions upon industrial development, substantial decreases in the availability, safety or convenience of road or rail traffic movements to or within the corridor, substantial openings or other breaks created in any existing physical delineation of the corridor's boundaries with adjacent non-industrial property (such as major roadways or rail embankments) or the creation of other substantial conflicts resulting from the characteristics of the proposed use.

(c) The proposed zoning classification and the proposed development are, subject to all other applicable standards, otherwise appropriate.

3. **Continue the selective use of the Planned Manufacturing District mechanism as a tool for assuring stability of land use in the City's industrial areas.**

4. **Amend the provisions of the Chicago Zoning Ordinance applicable to the manufacturing zoning districts to provide for a classification of uses and associated development standards which are congruent with the needs of modern industrial development.**

The uses and standards of the M-zoning classifications in the Chicago Zoning Ordinance should be modified to eliminate uses inconsistent with industrial development and to reflect the diverse needs of modern industry and related development. Non-industrial uses should be included in these classifications to the extent that they provide services in support of industrial businesses or would otherwise promote the integrity and viability of the industrial corridors. Expansion and consolidation of the existing number of M-zoning categories should also be considered.

5. **Rezone the non-industrial zoned properties within the corridor and, as necessary, existing industrially zoned properties consistent with the appropriate modified M-zoning category.**

Once a revised set of M-zoning categories have been developed, it may be necessary to reclassify the current industrially zoned properties.

Certain corridors also contain a limited number of properties which are not zoned for industrial use. These zoning categories are incompatible with the industrial character of the corridors and should be eliminated.

6. **Give priority consideration to the operational needs of existing industrial uses when reviewing the rezoning of industrial property outside of industrial corridors.**

Manufacturing and industrial businesses are a vital element of the local economy and the City is committed to a land use policy which supports both the retention of existing firms and the attraction of new ones. When existing businesses operate outside of industrial corridors, and are adjacent or proximate to a proposed industrial rezoning, the rezoning should be discouraged if it is likely to create substantially adverse impacts on the operational needs of these businesses.

Impacts to be considered include, among other things, substantially increased zoning or other regulatory restrictions upon adjacent businesses and substantial decreases in the availability, safety, or convenience of road or rail traffic movements to proximate businesses.

7. **Establish an interdepartmental program to identify and regularly update the infrastructure needs of industry throughout the City.**

An interdepartmental planning process can ensure that an industrial capital improvement program will reflect the infrastructure needs of individual corridors.

The industrial land use plans should be used as a guide to the comprehensive planning and programming of infrastructure improvements which affect the corridors and individual companies.

8. **Feature the industrial park opportunities identified in the land use plan in citywide programs to attract, expand and retain industry.**

   Identify land in industrial corridors for industrial park development and create programs to assist the private sector in the development of these sites.

   The City recognizes the need to create modern industrial space to attract and locate industry. The City is committed to the establishment of a development fund to assist in the creation of such space.

9. **Identify Rail Access Development Areas and foster a closer relationship between the railroads and the City to enhance the development and marketing of rail properties and services.**

West Side Industrial Development

CORRIDORS OF INDUSTRIAL OPPORTUNITY: A PLAN FOR INDUSTRY IN CHICAGO'S WEST SIDE addresses the area bounded roughly by the Kennedy Expressway (I-90/94), Archer Avenue south of the Stevenson Expressway (I-55), and Belmont Avenue.

The location of industrial development in Chicago's West Side has always been closely tied to the City's transportation systems. Industrial development first began along the Illinois and Michigan Canal following the Canal's completion in the 1840's. The expansion of railroads followed in the 1860's giving rise to additional concentrations of industry along the rail lines.

Today, the West Side contains eight major industrial corridors covering a total of 5,700 acres and ranging in size from 170 acres to 1,100 acres. Approximately 80,000 workers in 1,630 industrial firms are employed in these corridors. Distribution operations on large parcels of land dominate the southern corridors along the Stevenson Expressway.

The eight corridor boundaries are indicated in Figure I. This plan summarizes the key characteristics of each industrial corridor, identifies new industrial development opportunities, and recommends needed infrastructure improvements.

Land Use

West Side industrial land use patterns have changed significantly in the last twenty years. Increased demand for expressway access has resulted in the reduction of land in use for rail-related activities. The change in mode of transportation and the loss of several large industrial companies contributed to an increase in vacant land. Currently, eleven percent of the land zoned for industrial purposes - approximately 630 acres - is vacant.

Along with an increase in vacant land, the West Side has experienced conflicting land use demands. The expansion of the central business district directly to the east has resulted in recent changes in West Side land use. Demand for commercial, office, and residential uses is particularly strong in the Pilsen and Kinzie Corridors which are closest to the Loop. However, conflicting land uses are not limited to these areas. As commercial developers rediscover the in-city market and propose commercial development on land zoned for industrial uses, conflicts are expected to increase.

In order to evaluate the potential for industrial development on the West Side, the City's Department of Planning surveyed and mapped all contiguous areas of land greater than 40 acres zoned for manufacturing. Data were gathered on current land use, lot area, employment, type of use, and current user. Additional information was obtained from local development agencies and from focus groups consisting

of local industrialists and representatives of the real estate community.

An industrial corridor was defined as an area of predominantly manufacturing zoned land in which there is a predominance of industrial uses; there is a high degree of contiguity of industrial uses; there is a limited history of conversions; and use conversions may have a negative impact upon existing industrial operations; or the size and shape of the land, access to transportation, relationship to surrounding uses, local circulation patterns and other characteristics lead to a reasonable expectation for new industrial development. The smallest corridor fulfilling these criteria is the Pulaski Corridor, consisting of 171 acres; the largest is the Roosevelt/Cicero Corridor, at 1,132 acres. Each of the eight corridors identified were at least 60% in industrial use.

Small pockets of non-industrially zoned land in several West Side corridors have been included in the corridor boundaries to ensure that development there is compatible with the industrial character of the area. Some parcels of land zoned for manufacturing are adjacent to the borders of the industrial corridors but are not included within their borders. Past development patterns in these areas established a predominance of mixed uses, many of which are inconflict with industrial uses. These parcels are usually separated from the dominant industrial corridor by a barrier or buffer (such as railroad tracks, embankments or arterial streets). In these cases, a zoning change from industrial to another use should be granted on a case-by-case basis to best reflect the retention needs of existing companies and the overall development of the surrounding neighborhood.

Development Opportunities

As land use has changed, so has the nature of industrial operations. The current market is seeking modern industrial park settings that can accommodate a variety of industrial requirements. These parks offer amenities that cannot be easily duplicated by individual firms. Among the advantages offered by industrial parks are shared services such as security and waste disposal, controlled access, flexible site plans, landscaped sites, and unified management.

The West Side contains several established industrial parks including the Northwestern Center for Industry in the Northwest Corridor, and the Crawford Industrial Park and the Midway Industrial Center in the Stevenson Corridor. There are also industrial developments in the West Side that are former single-tenant facilities which have been converted into multi-tenant shared-space facilities. Sungate Park and 5000 West Roosevelt in the Roosevelt/Cicero Corridor are examples of this type of arrangement. The success of these diverse developments demonstrates the possibilities for further large-scale industrial developments on the West Side.

Twelve industrial development sites are identified in this plan. Some of the sites identified present opportunities for industrial parks while others offer opportunities for industrial expansion. The availability of land (including vacant land), expected ease of assembly, transportation access, suitable zoning, and low level of activity on the site were the primary factors in their identification.

The industrial park sites, identified on page 8, contain a minimum of 40 acres. All of the park sites either contain some parcels of vacant land or are entirely vacant. The sites that are currently in use contain few businesses and few employees per acre.

TABLE 1: CORRIDOR CHARACTERISTICS SUMMARY

	Pilsen	Western/Ogden	Stevenson	Roosevelt/Cicero	Northwest	Armitage	Pulaski	Kinzie	TOTAL
Industrial Firms	184	134	163	217	217	112	85	515	1,627
Industrial Employees	8,059	7,917	10,382	10,173	15,174	5,752	5,451	16,568	79,476
Avg. # of Emps/Firm	44	59	64	64	70	51	64	32	-
Predominant SIC Group									
by # of Firms	42	34	42	34	34	35	34	34	-
by # of Emps.	51	50	26	34	20	35	34	35	-
% of Ind. Bldgs.									
1 Floor	63	63	87	79	79	79	73	57	-
2 Floors	18	23	9	14	17	16	18	26	-
3+ Floors	19	14	4	7	4	5	9	17	-
Acreage									
Total	913	827	855	1132	763	371	171	675	5,707
Active Industrial	620	459	620	740	452	213	122	403	3,629
Non-Active Industrial	13	44	4	39	9	20	9	18	156
Vacant Land	89	181	32	102	76	87	5	58	630
Non-Industrial	190	143	199	251	226	51	35	196	1,291
Emps/Acre	9	10	12	10	20	16	32	25	-
Emps/Acre of Industrial Land	13	17	17	13	34	27	45	41	-

SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING

These businesses may require either relocation to other areas or incorporation into the industrial park. Identification of these site opportunities does not include an environmental evaluation.

Park Site	Corridor	Acreage
Ashland/Stevenson	Pilsen	110
Kedzie/S&S Canal	Western/Ogden	52
31st/California	Western/Ogden	51
Roosevelt/California	Western/Ogden	56
35th/California	Stevenson	44
Galewood Yard	Armitage	75

Smaller parcels of 5 to 19 acres are also identified in this plan offering excellent opportunities for firms seeking to relocate or expand their operations.

Industrial Infrastructure

Chicago's extensive road and air network has eased the transition from rail to other means of transport, enabling Chicago to retain its role as a national transportation center. The majority of West Side firms are located along the Stevenson, Eisenhower, and Kennedy Expressways or Cicero Avenue. Major truck routes connect the area's industrial corridors to each other as well as to the regional and national highway system.

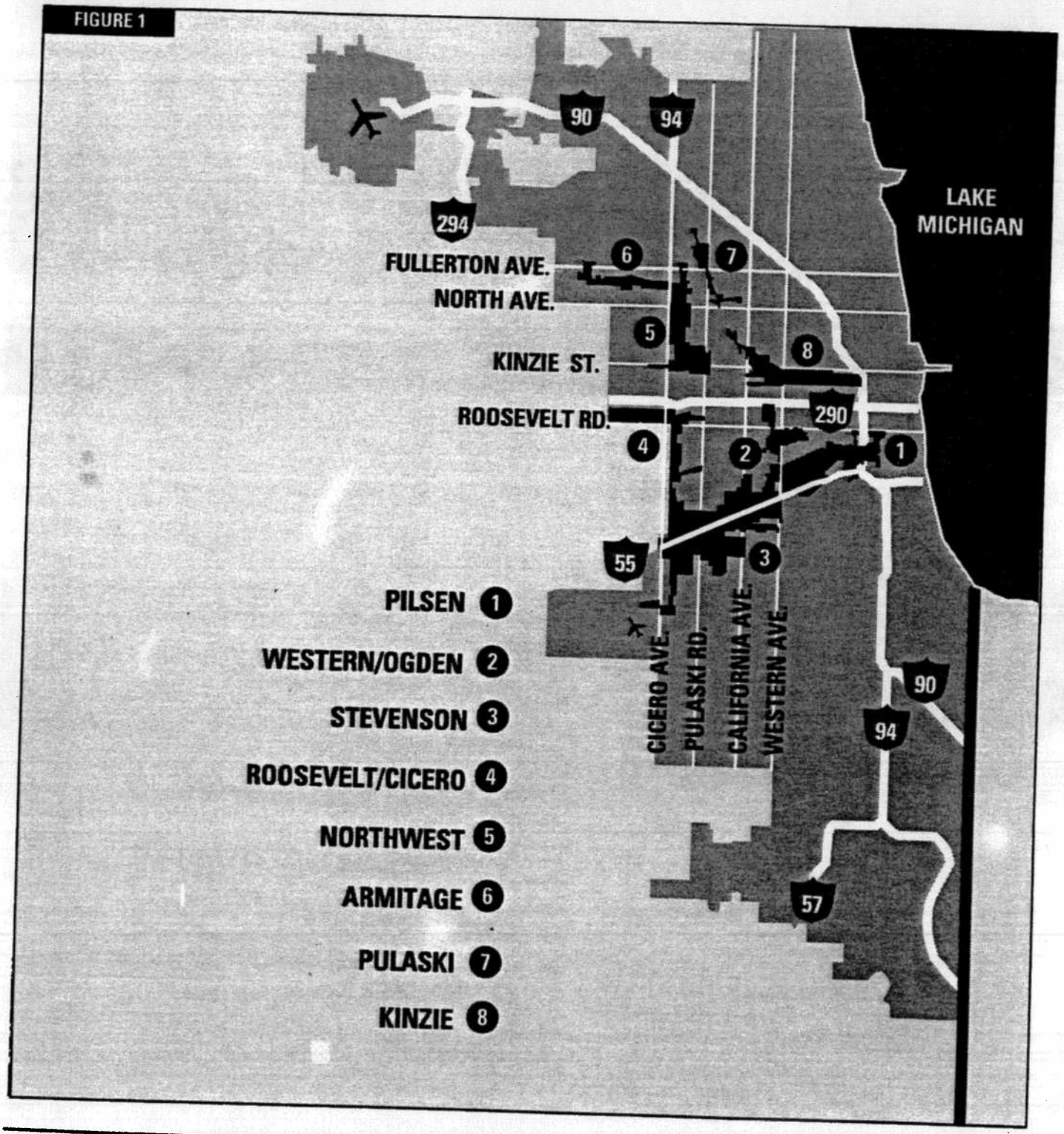
The rail network, though not as extensive as a century ago, still serves a specialized transportation need. The Chicago & North Western and Burlington Northern and Santa Fe intermodal terminals are major centers of activity. These terminals, operating along Western Avenue between 16th and 18th Streets and at Kedzie Avenue between 41st and 47th Streets, generate heavy truck traffic. This clustering of rail uses throughout the West Side industrial corridors provides an opportunity to create Rail Access Development Districts which can serve to focus public/private marketing efforts to attract rail-oriented users to concentrations of active rail lines. The Burlington Northern Railroad has expressed interest in being involved in the formation of such a marketing effort in the Pilsen Industrial Corridor where it has customers and owns land and trackage.

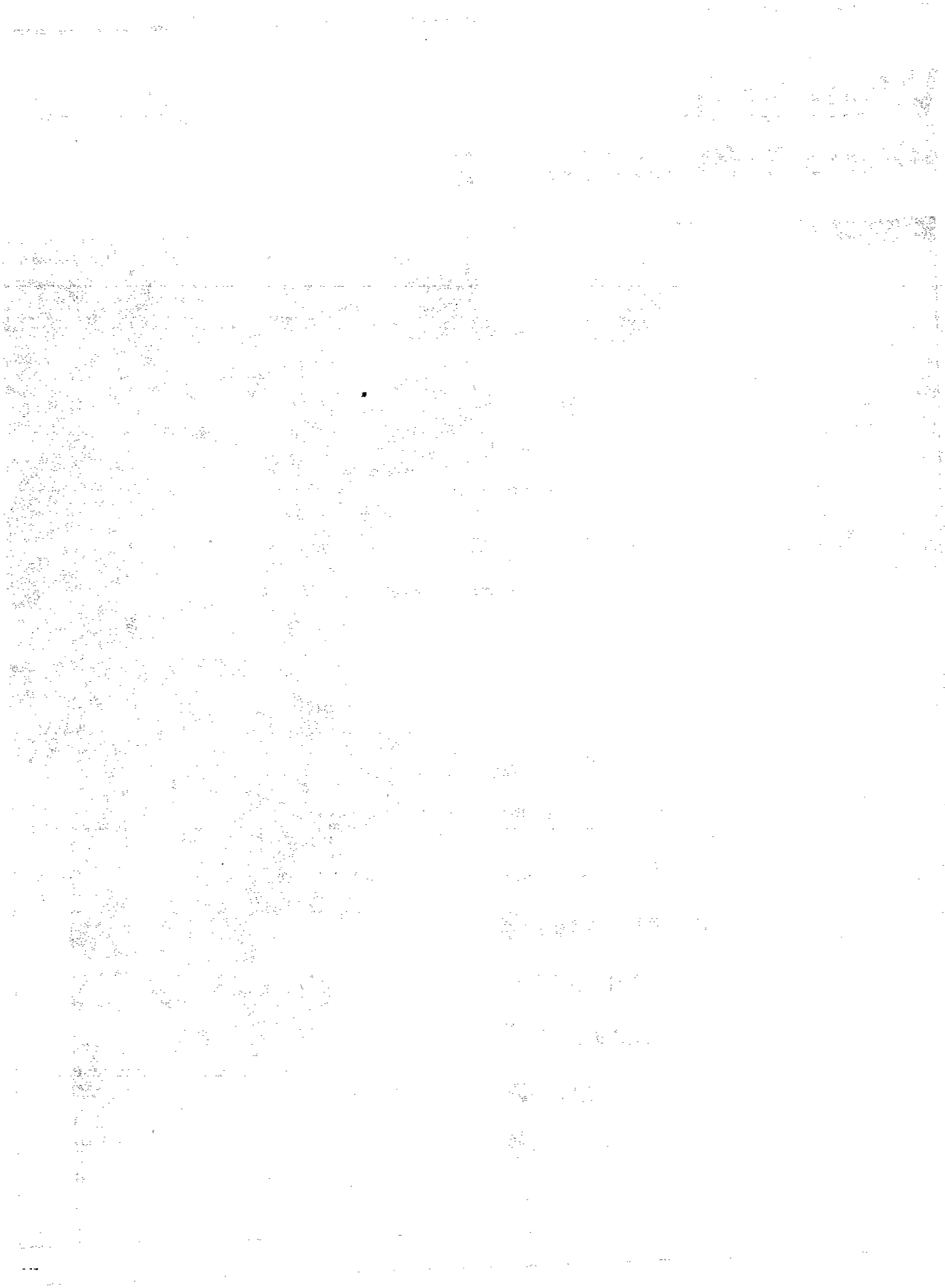
The City of Chicago has invested over $86 million in transportation improvements on the West Side since 1983. Viaduct improvements have totaled over $21 million in projects such as the increased height clearances on Kostner Avenue and 24th Street, Western Avenue and 26th Street, and North Avenue and the Belt Railway. Over $19 million has been allocated for street improvements such as arterial street resurfacing and reconstruction. Streets which have benefited from this program include California and Ogden Avenues. Cicero Avenue, a key industrial thoroughfare, has recently been upgraded with state highway funds.

Highlighted in each corridor are those improvements critical to traffic movement within that corridor. This list is not inclusive, but provides direction for future comprehensive capital investment planning within an area. ⊡

West Side Industrial Corridors

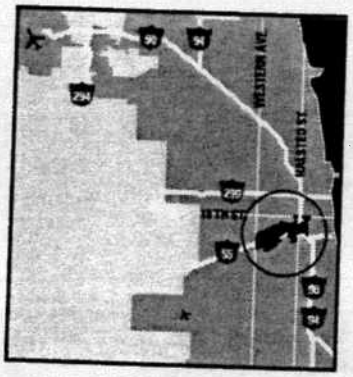
FIGURE 1





Pilsen Industrial Corridor

THE PILSEN INDUSTRIAL CORRIDOR CONSISTS OF 913 ACRES OF LAND ZONED PRIMARILY for manufacturing use. The corridor lies within the area bounded by 16th Street on the north, Stewart Avenue on the east, Archer Avenue and 33rd Street on the south, and Western Avenue on the west. Pilsen is one of the oldest industrial areas in Chicago. The Pilsen Industrial Corridor owes its early industrial development to the completion of the Illinois and Michigan Canal in 1848 and the availability of railroad access nine years later. The original industries in the corridor were lumber, brickyards, and a limestone quarry.



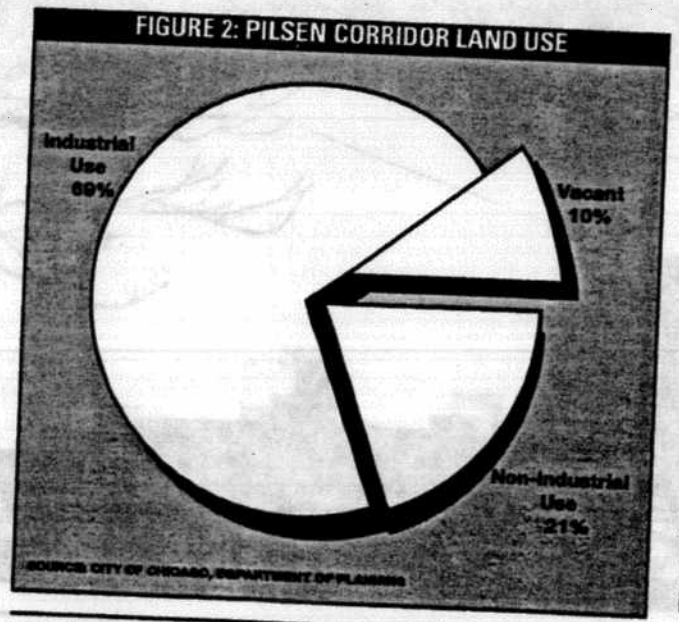
Industrial Land Use

Land use in the Pilsen Corridor is 69% industrial, 21% non-industrial, and 10% vacant. The corridor is characterized by small parcels of industrial land north of Cermak Road and larger parcels that reflect the lack of east-west streets south of Cermak Road and Blue Island Avenue.

Between the Chicago River and Blue Island Avenue and Cermak Road non-industrial uses are limited primarily to municipal facilities and the Commonwealth Edison Fisk Generating Plant. Residential and commercial properties are interspersed with industrial properties along Cermak Road, Halsted Street, and streets bordering the corridor's northern edge. The lack of clear boundaries on the northern edge has contributed to an increase of competing commercial uses, particularly in the northeastern section of the corridor.

Eighty-nine acres scattered throughout the corridor, 10% of the total area, are vacant. Many vacant parcels are adjacent to underutilized parcels. In addition, there are some vacant buildings on smaller parcels north of Cermak Road.

FIGURE 2: PILSEN CORRIDOR LAND USE



The area contains a mixture of newer and older industrial buildings. Sixty-three percent of the structures are modern single-story. These are mainly south of Cermak Road and Blue Island Avenue. The northern section contains mostly older, multi-story, loft-type buildings.

Industrial Infrastructure

The Pilsen Corridor's heavy truck traffic reflects its proximity to the expressway system. The Dan Ryan Expressway (I-90/94) provides north/south access and the Stevenson Expressway (I-55) serves traffic to the southwest. Western Avenue is the major north-south truck route in the area.

Five rail lines service the Pilsen Corridor. The Burlington Northern Railroad runs along the northern edge; the Santa Fe Railway and Illinois Central Gulf Railroad are located at the southern portion; and CONRAIL and the Union Pacific Railroad run along the eastern border. The Burlington Northern provides direct service to the West Coast from the Chicago area.

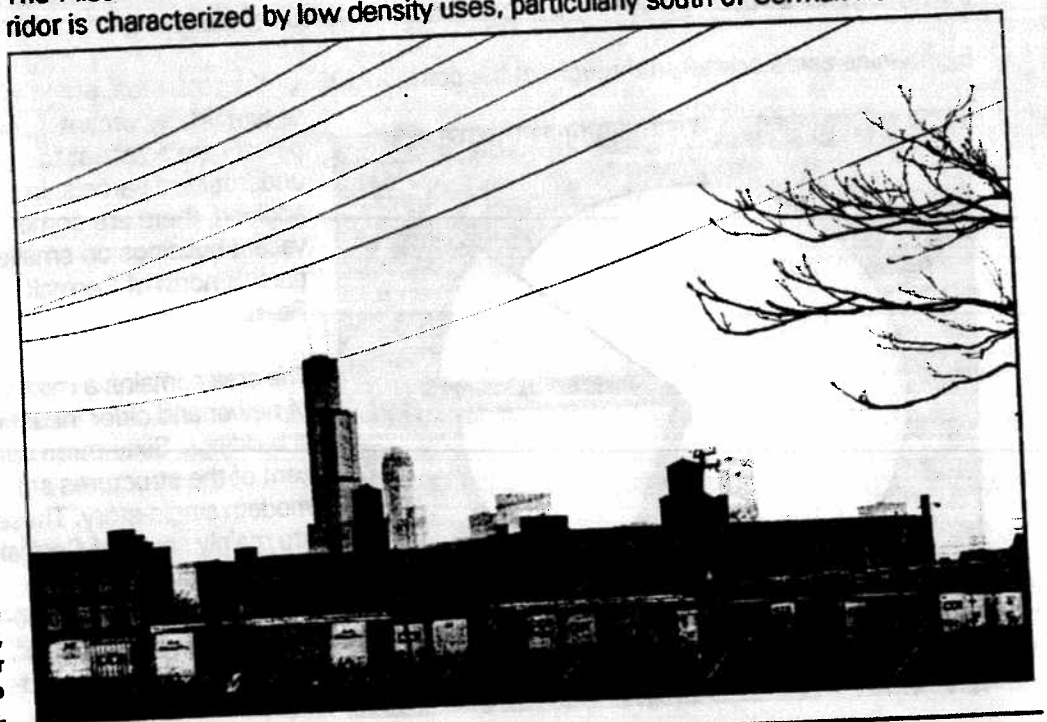
The South Branch of the Chicago River which runs through the corridor is a navigable waterway throughout its length. Several barge landings are in active use throughout the corridor including one at the Commonwealth Edison Fisk Generating Plant.

Commuter rail traffic is currently serviced by the CTA's Douglas Rapid Transit Line in the northwest portion of the corridor and the Dan Ryan Rapid Transit Line at the east end of the corridor. The CTA's Southwest Rapid Transit Line, presently under construction, will provide service to workers in the southern and eastern portions of the corridor upon completion.

Capital improvement dollars spent or allocated in the Pilsen Corridor have totaled $8.2 million since 1983. Almost $4 million has gone into bridge improvements in the area, including the bridges at 24th Street and Halsted Street and at 31st Street and Western Avenue.

Industrial Base

The Pilsen Corridor includes 184 industrial firms employing 8,059 workers. The corridor is characterized by low density uses, particularly south of Cermak Road where



Above and right, CCR Pallet Service Inc., at 2825 South Morgan Street, provides and services pallets for companies throughout the city and suburbs.

FIGURE 3: PILSEN CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

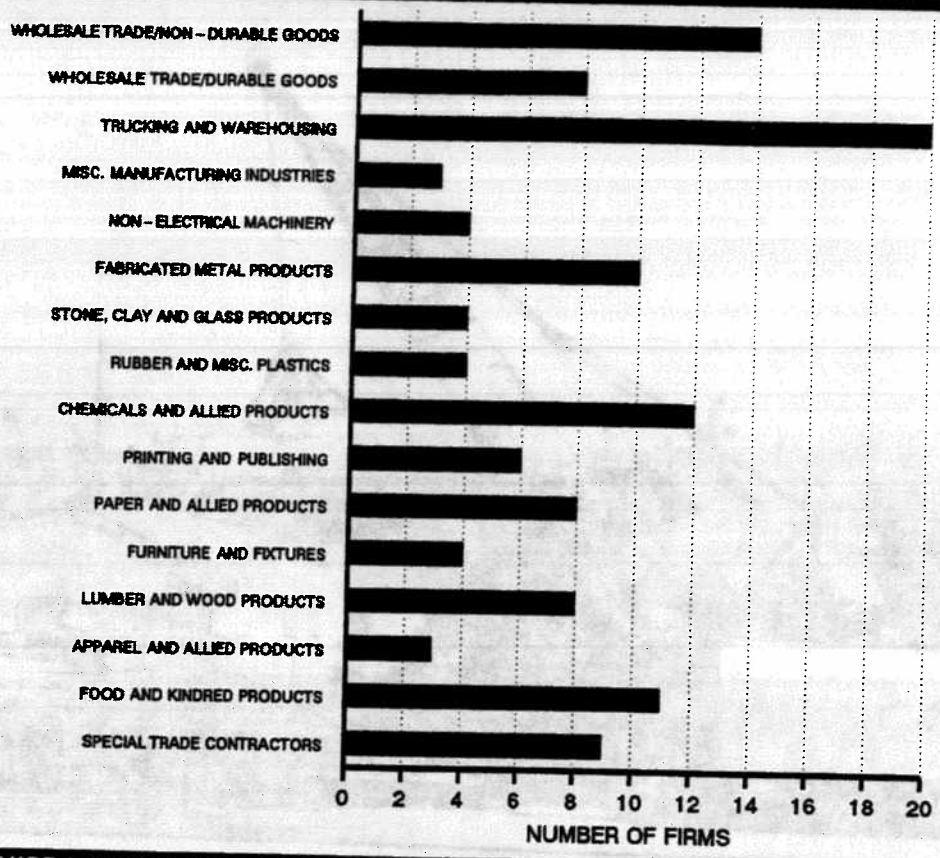
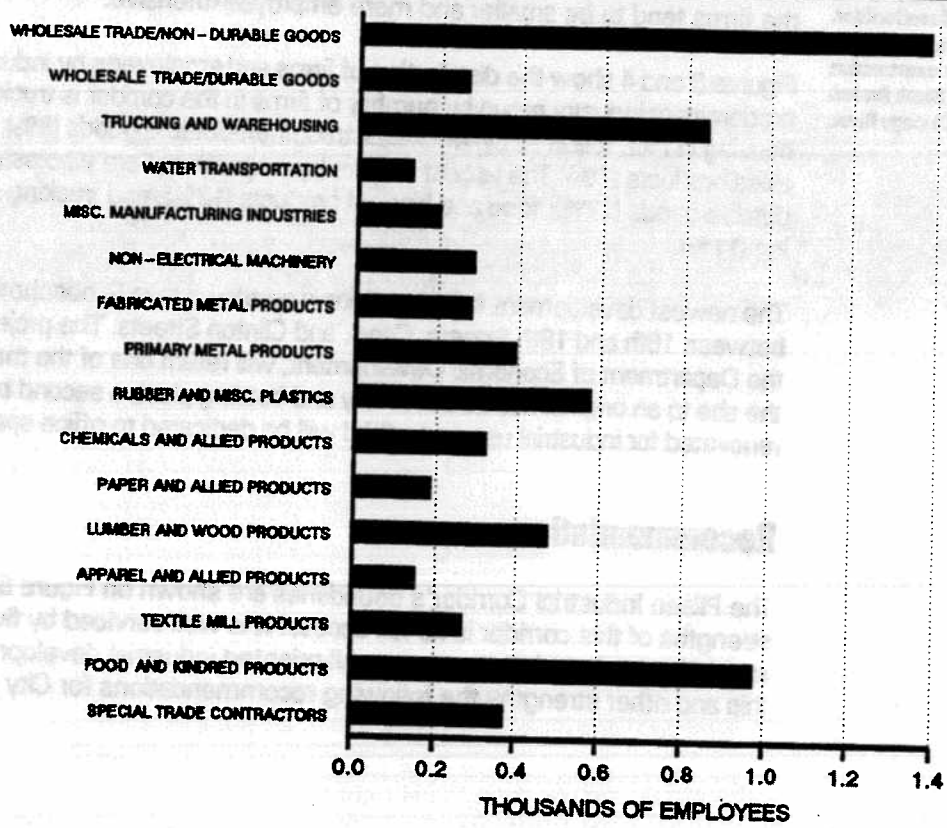
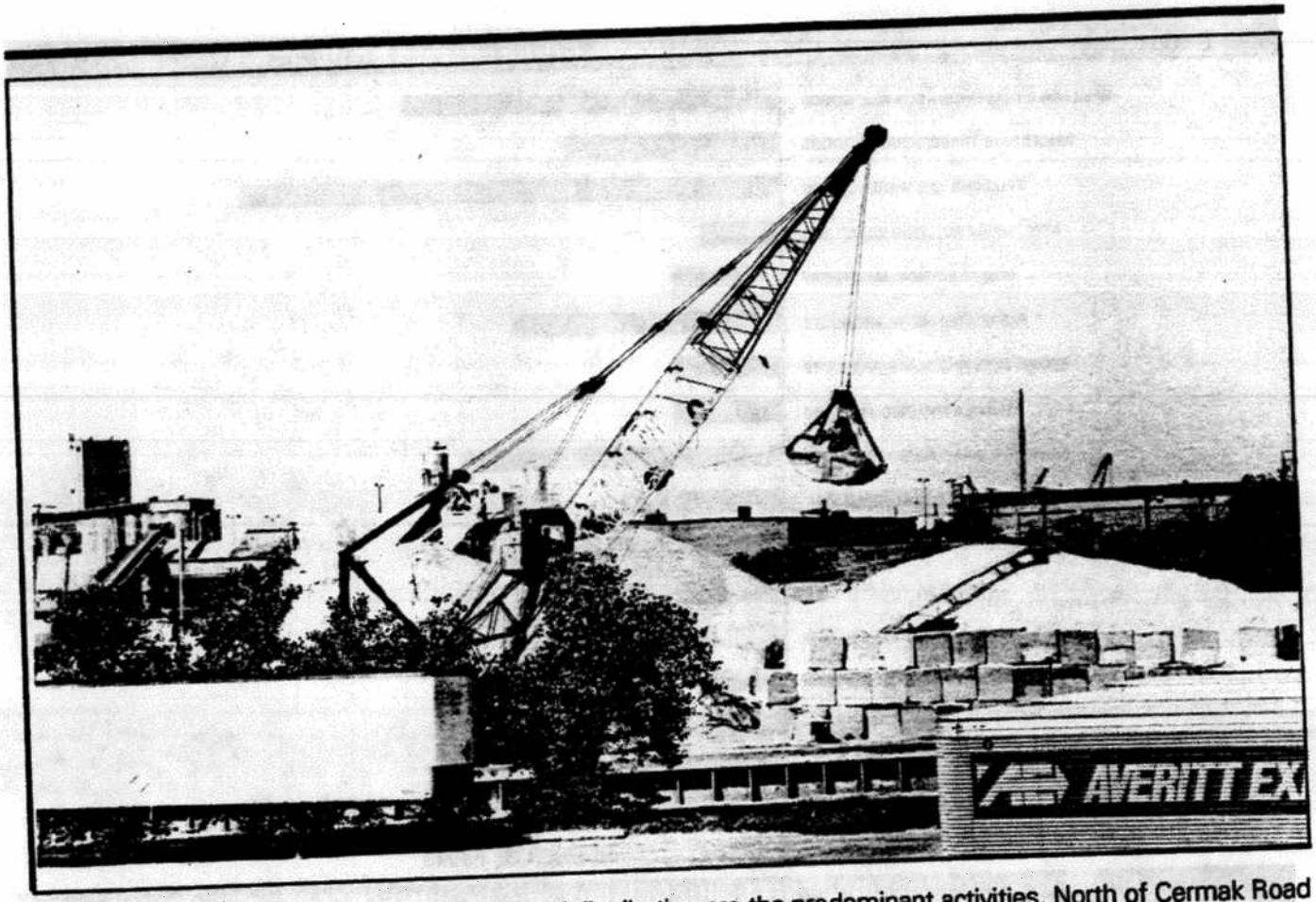

WHOLESALE TRADE/NON – DURABLE GOODS
WHOLESALE TRADE/DURABLE GOODS
TRUCKING AND WAREHOUSING
MISC. MANUFACTURING INDUSTRIES
NON – ELECTRICAL MACHINERY
FABRICATED METAL PRODUCTS
STONE, CLAY AND GLASS PRODUCTS
RUBBER AND MISC. PLASTICS
CHEMICALS AND ALLIED PRODUCTS
PRINTING AND PUBLISHING
PAPER AND ALLIED PRODUCTS
FURNITURE AND FIXTURES
LUMBER AND WOOD PRODUCTS
APPAREL AND ALLIED PRODUCTS
FOOD AND KINDRED PRODUCTS
SPECIAL TRADE CONTRACTORS
0 2 4 6 8 10 12 14 16 18 20
NUMBER OF FIRMS

FIGURE 4: PILSEN CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING



Barge transportation still plays an important role in the PilsenCorridor. Here a crane operator transfers material from a barge to a construction firm along the South Branch of the Chicago River.

warehousing and distribution are the predominant activities. North of Cermak Road the firms tend to be smaller and more employee-intensive.

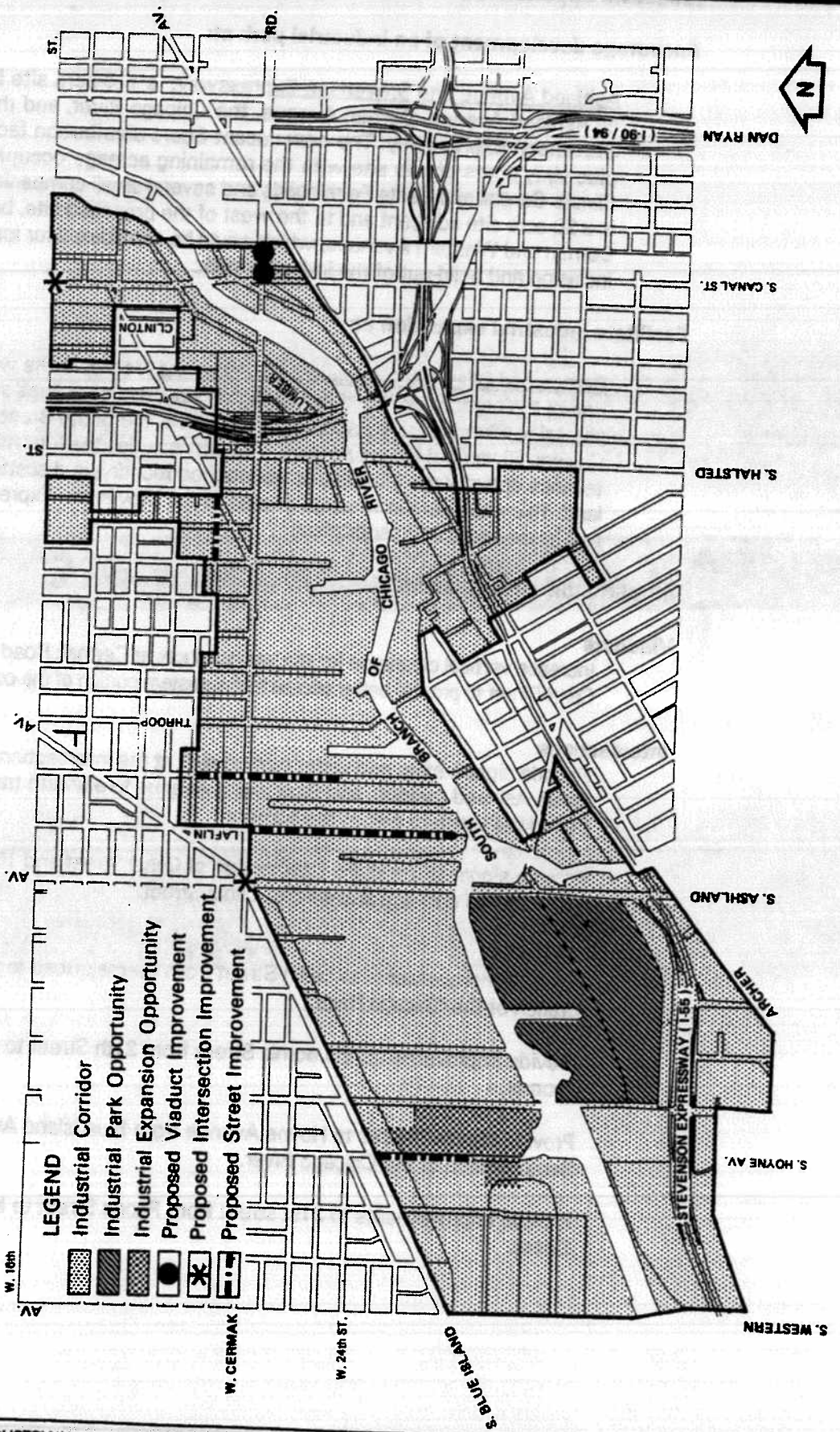
Figures 3 and 4 show the distribution of firms and employees by industrial sector. The predominant industry group by number of firms in the corridor is trucking and warehousing (11%), followed by wholesale trade/non-durable goods (8%), and chemical and allied products (7%). The largest sectors by employment are wholesale trade/non-durable goods (17%), food and kindred products (12%), and trucking and warehousing (11%).

The newest development in the corridor is on the historic Schoenhofen Brewery site, between 16th and 18th Streets, Canal, and Clinton Streets. The project, sponsored by the Department of Economic Development, will return one of the three buildings on the site to an original use as a brewery and bottling plant; a second building will be renovated for industrial use and a third will be dedicated to office space.

Recommendations

The Pilsen Industrial Corridor's boundaries are shown on Figure 5. One of the strengths of this corridor is its rail access. It is well serviced by five rail lines and should be marketed to encourage rail-oriented industrial development. To promote this and other strengths the following recommendations for City action are made:

FIGURE 5: PILSEN CORRIDOR



Industrial Opportunites

Encourage development of an industrial park at:

Ashland Avenue and Stevenson Expressway: a 110-acre site bordered by Ashland Avenue, Damen Avenue, the Chicago River, and the Stevenson Expressway. The now vacant Sears distribution facility occupies sixty acres of this site with the remaining acreage occupied by the Illinois Central and Santa Fe railroads and several small companies. There is a 20-acre site adjacent and to the west of the proposed site, between Damen and Western Avenues, which could be considered for long-term inclusion and build-out of the industrial park.

Facilitate industrial expansion at:

Damen and Blue Island Avenues: a 17-acre site located in the western portion of the corridor bounded by Burlington Northern's rail lines south of and parallel to Blue Island Avenue, Damen Avenue, the South Branch of the Chicago River, and Hoyne Avenue. The site includes truck terminals, maintenance and storage facilities, an abandoned foundry, and scattered vacant land. This site offers immediate access to the Stevenson Expressway (I-55) and barge and rail transportation.

Infrastructure Improvements

Viaducts

Increase vertical clearance for the two viaducts at Cermak Road east of Canal Street to provide better access to the eastern portion of the corridor.

Intersections

Provide signalization and wider turning radii at the intersection of Cermak Road, Ashland Avenue, and Blue Island Avenue to alleviate traffic congestion in the western half of the corridor.

Provide signalization at the intersection of Canal Street and 16th Street to assist trucks entering and leaving Canal Street.

Streets

Provide improvements to Laflin Street from Cermak Road to the South Branch of the Chicago River.

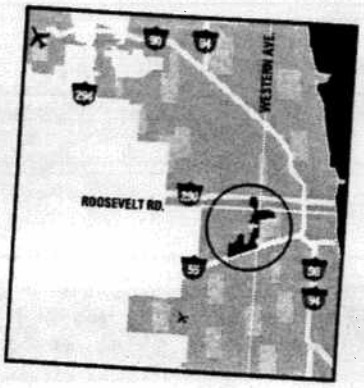
Provide improvements to Loomis Street from 21th Street to 2400 South Loomis.

Provide improvements to Hoyne Avenue from Blue Island Avenue to the South Branch of the Chicago River.

Provide improvements to 21st street from Peoria Street to Morgan Street.

Western/Ogden Industrial Corridor

THE WESTERN/OGDEN INDUSTRIAL CORRIDOR CONSISTS OF 827 ACRES ZONED PRIMARily for manufacturing. The corridor lies within the area bounded by Harrison Street on the north, Ashland Avenue on the east, the Stevenson Expressway (I-55) on the south, and Central Park Avenue on the west. The Western/Ogden Corridor is the fourth largest industrial corridor in the West Side study area in acreage and contains the greatest amount of vacant land.

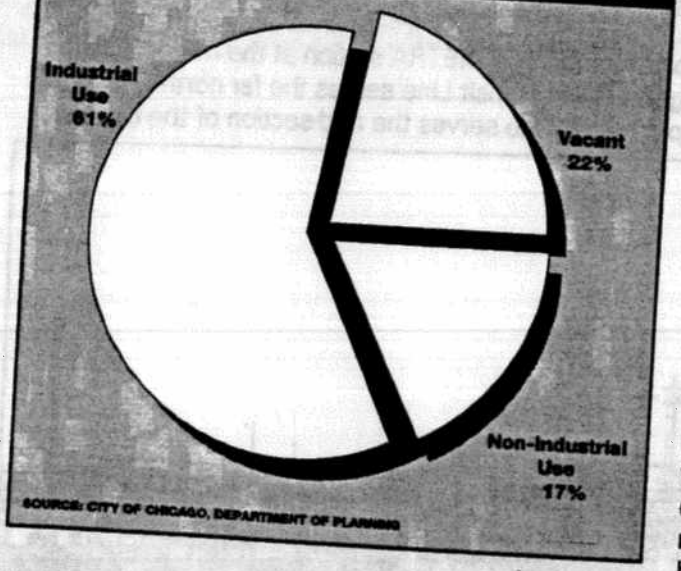


Like the Pilsen Corridor, the completion of the Illinois and Michigan Canal in the late 1840's spurred the industrialization of the southern portion of the Western/Ogden Corridor. Railroads attracted numerous industries during the next several decades. A major boost to industrial development came with the construction of the McCormick Reaper plant, located at 31st and California Boulevards, after the Great Fire of 1871. Additional industrial development took place between 1920 and 1960 with the establishment of large manufacturing and utility plants.

Industrial Land Use

Land use in the Western/Ogden Corridor is 61% industrial, 17% non-industrial and 22% vacant. The corridor contains a mixture of new and old industrial buildings. Sixty-three percent of the buildings are modern, single-story structures. The parcels in active industrial use are relatively small in size with the exception of the Chicago & North Western and Burlington Northern intermodal terminals east of Western Avenue between 14th and 18th Streets.

FIGURE 6: WESTERN/OGDEN CORRIDOR LAND USE



Cermak Road intersects the corridor, dividing it into two sections. The northern section of the corridor, east of Western Avenue is dominated by two intermodal rail facilities between 14th and 18th Street. North of these rail facilities the corridor overlaps the southern portion of the Medical Center Commission's Medical Center District. Future industrial development in this common area will depend on the redevelopment authority exercised by the commission. The

northern section, south of Roosevelt Road and west of Western Avenue is largely occupied by the Joseph T. Ryerson and Son Inc. steel company. The area north of Roosevelt Road is made up of vacant and underutilized properties and several active industrial firms. The character and location of this area makes it a strong candidate for future industrial development.

The corridor's commercial development is mainly concentrated along Western Avenue between Cermak Road and 26th Street and at Ogden Avenue. The automobile traffic generated from these commercial activities interferes with truck traffic. Surrounding institutional facilities interspersed among the industrial uses have a strong influence on the southern section of the corridor. The Cook County Correctional facilities, in particular, occupy large tracts of land.

There are 225 acres of developable land in the corridor with several large tracts well suited for industrial development. These include 52 acres at Kedzie Avenue and the Illinois and Michigan Canal; 51 acres at 31st and California; 56 acres between Roosevelt Road and Lexington Avenue interspersed with a few marginal operations; and 24 acres, the majority of which contains a large unoccupied industrial facility, located at Sacramento Avenue and 31st Street. The West Side Technical Institute of the City Colleges of Chicago is planned for 15 acres on Western Avenue between 26th and 31st Streets.

Industrial Infrastructure

The Western/Ogden Industrial Corridor is a major transportation hub for the West Side. The Chicago & North Western Transportation Company and Burlington Northern Railroad intermodal terminals serve as active arrival and departure points for truck and rail. Three other rail lines running north and south the entire length of the corridor service this area - CSX Transportation, Wisconsin Central Ltd. and CONRAIL. The far south and west ends of the corridor are served by the Illinois Central Gulf Railroad and the Santa Fe Railway.

Traffic from the intermodal terminals flows out onto Western Avenue which provides excellent access to the expressway system and other industrial corridors in the city. The expressways that border the corridor are the Eisenhower (I-290) on the north and the Stevenson (I-55) on the south. Truck traffic is heavy entering and exiting the terminals on Western Avenue between 14th and 18th Streets.

Commuter rail traffic is accommodated by a METRA station at the northern end of the corridor. The CTA's Congress Rapid Transit Line serves the far north end of the corridor and the Douglas Rapid Transit Line serves the mid-section of the corridor.

Looking east from the Burlington Northern - Chicago & North Western intermodal facilities located at Western Avenue and 16th Street. The Loop is in the background.

FIGURE 7: WESTERN/OGDEN CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

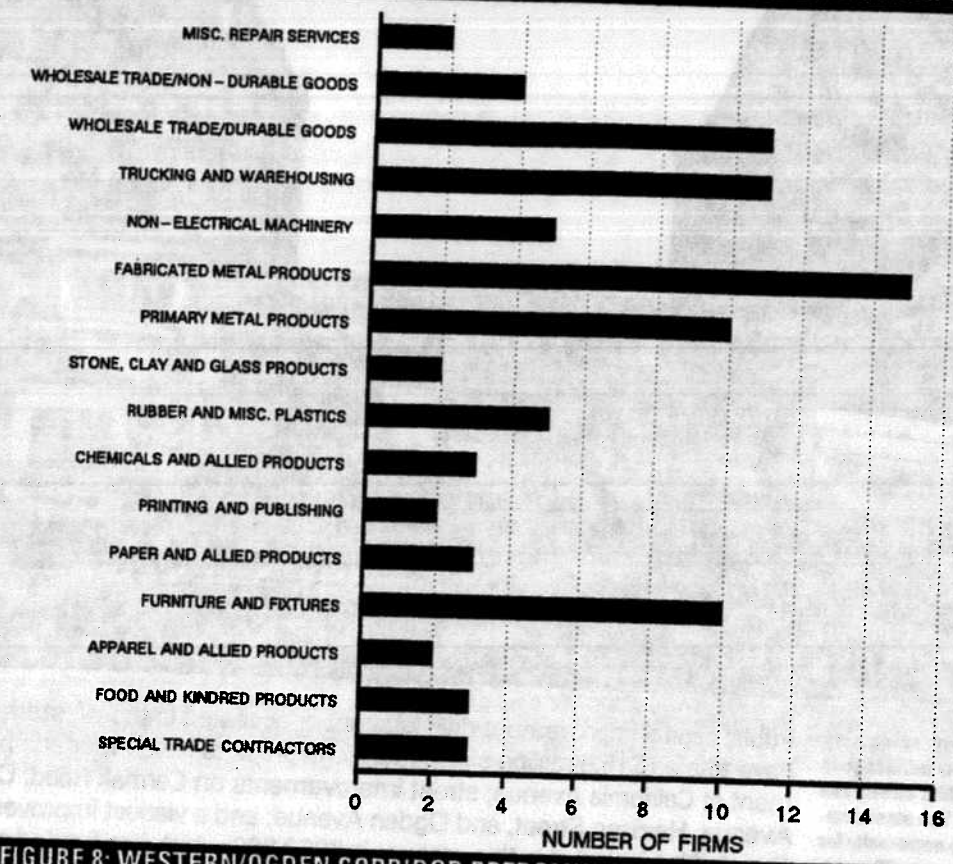
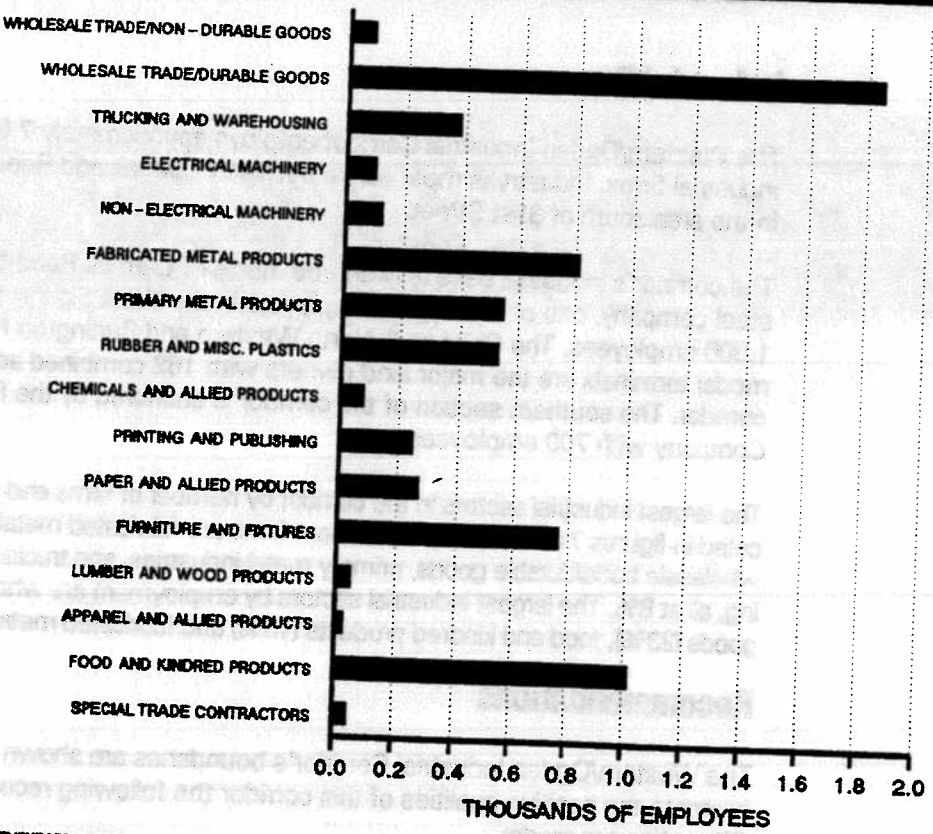
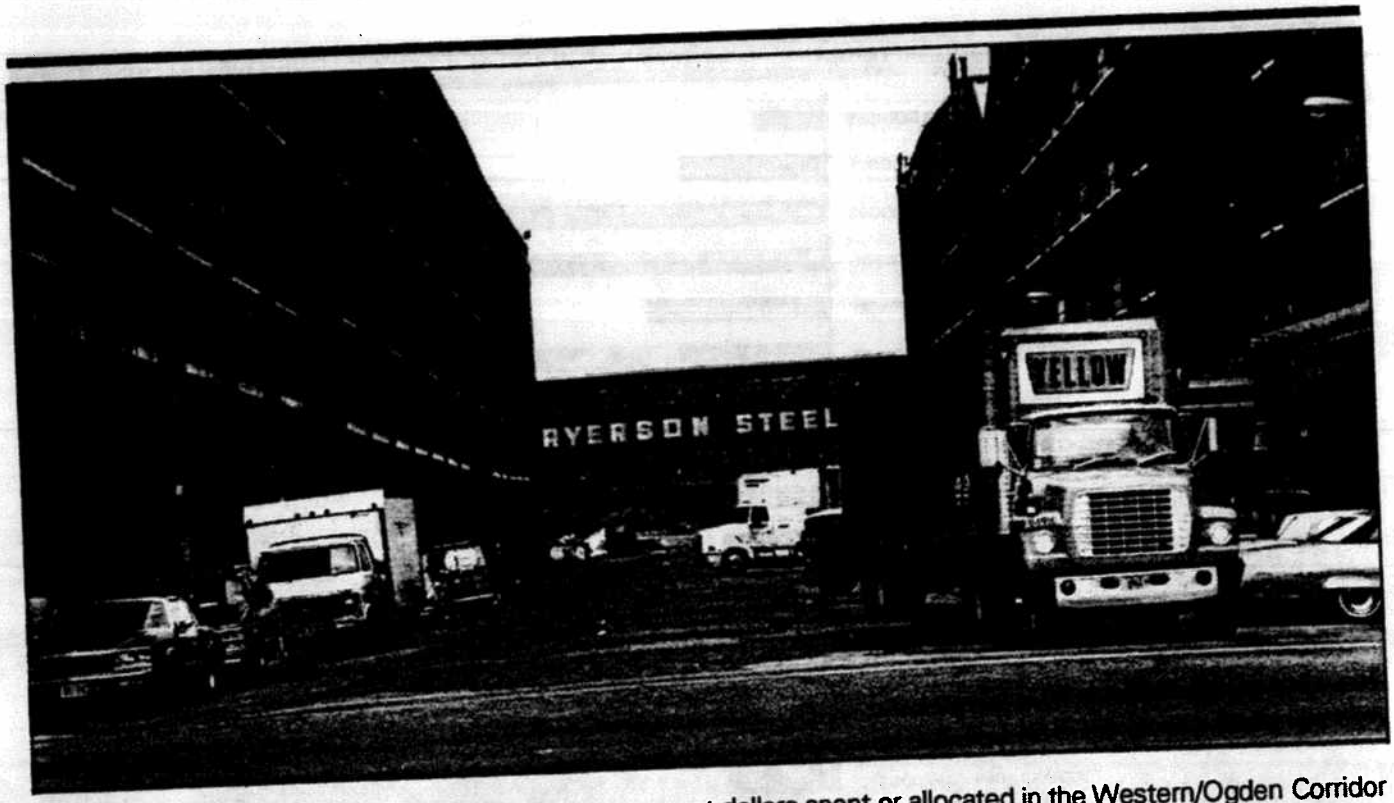


FIGURE 8: WESTERN/OGDEN CORRIDOR PREDOMINANT BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING



Ryerson Steel's primary processing and distribution facility inChicago is located at 2558 West 16th Street. The Joseph T. Ryerson & Son steel company has been in the community for over 85 years.

Public capital improvement dollars spent or allocated in the Western/Ogden Corridor have totaled $15.8 million since 1983. The projects have included: bridge improvement at California Avenue; street improvements on Cermak Road, California Avenue, Harrison Street, and Ogden Avenue; and a viaduct improvement at 26th Street. Also included in this amount is $223,000 which has funded company-specific industrial infrastructure.

Industrial Base

The Western/Ogden Industrial Corridor employs approximately 7,917 people in 134 industrial firms. Industry is most active between Cermak and Roosevelt Roads and in the area south of 31st Street.

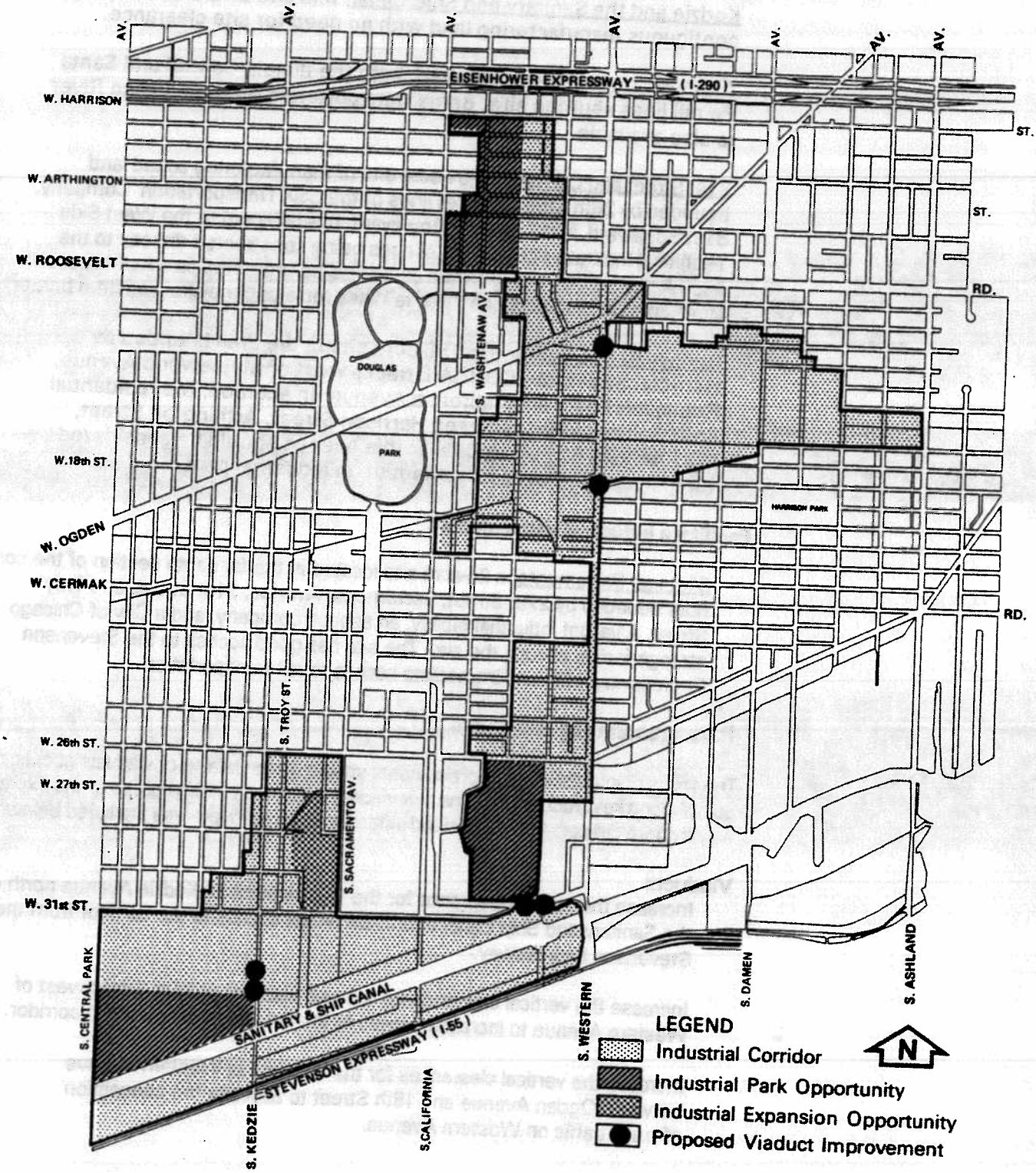
The corridor's industrial base is anchored north of Cermak Road by the Ryerson steel company, one of the largest employers in the West Side with approximately 1,500 employees. The Chicago & North Western and Burlington Northern intermodal terminals are the major land owners with 162 combined acres - 20% of the corridor. The southern section of the corridor is anchored by the Farley Candy Company with 700 employees.

The largest industrial sectors in the corridor by number of firms and employees are indicated in figures 7 and 8. The predominant firms are fabricated metal products (11%), wholesale trade/durable goods, primary metal industries, and trucking and warehousing, all at 8%. The largest industrial sectors by employment are wholesale trade/durable goods (23%), food and kindred products (13%) and fabricated metal products (10%).

Recommendations

The Western/Ogden Industrial Corridor's boundaries are shown on Figure 9. To promote the positive qualities of this corridor the following recommendations for City action are made:

FIGURE 9: WESTERN/OGDEN CORRIDOR



Industrial Opportunities

Encourage development of an industrial park at:

Kedzie and the Sanitary and Ship Canal: this site offers 52 acres of contiguous manufacturing land with no need for site clearance.

Although truck access is limited, both the Illinois Central and Santa Fe rail lines abut the site. Barge transportation on the Chicago River is also available.

31st Street and California: a 51-acre site of manufacturing zoned land bounded by 26th Street, the rail lines of the CSX Transportation Company, 31st Boulevard, and California Boulevard. It is adjacent to the West Side Technical Institute of the City Colleges being constructed directly to the east. A development on this site could also be promoted as a Rail Access Development District, since three rail lines run along the site's eastern border.

Roosevelt and California: a 56-acre site in the area bounded by Harrison Street, the CONRAIL tracks west of Maplewood Avenue, Roosevelt Road, and California Avenue. In addition, the residential and business areas between Harrison Street, Arthington Street, Washtenaw Avenue, and California Avenue should be considered for inclusion in the development of an industrial park.

Facilitate industrial expansion at:

31st and Sacramento: a 24-acre site located in the far south section of the corridor bounded by 27th Street, Sacramento Avenue, 31st Street, and Troy Street. A vacant industrial facility, an asphalt company, and a City of Chicago storage facility occupy the site. The site has good access to the Stevenson Expressway (I-55) and immediate access to rail transportation.

Infrastructure Improvements

The focus of infrastructure improvements should be the raising of viaducts at critical points along key truck routes. The low viaduct clearances make access to the expressway system difficult. Recommended infrastructure improvements are listed below.

Viaducts

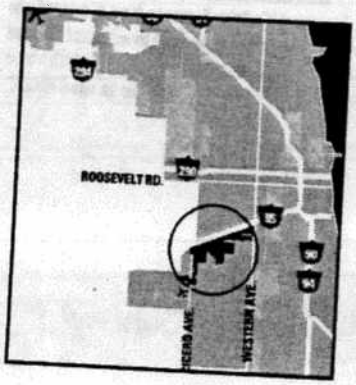
Increase the vertical clearance for the two viaducts at Kedzie Avenue north of the Sanitary and Ship Canal to provide better access to the corridor from the Stevenson Expressway.

Increase the vertical clearance for the two viaducts at 31st Street west of Western Avenue to increase access to the western portion of the corridor.

Increase the vertical clearances for the viaducts at Western Avenue between Ogden Avenue and 18th Street to alleviate the congestion of truck traffic on Western Avenue.

Stevenson Industrial Corridor

THE STEVENSON INDUSTRIAL CORRIDOR CONSISTS OF 855 ACRES OF LAND zoned primarily for manufacturing. The corridor is within the area bounded by the Stevenson Expressway (I-55) on the north, Laramie Avenue on the west, 55th Street on the south, and Western Avenue on the east.



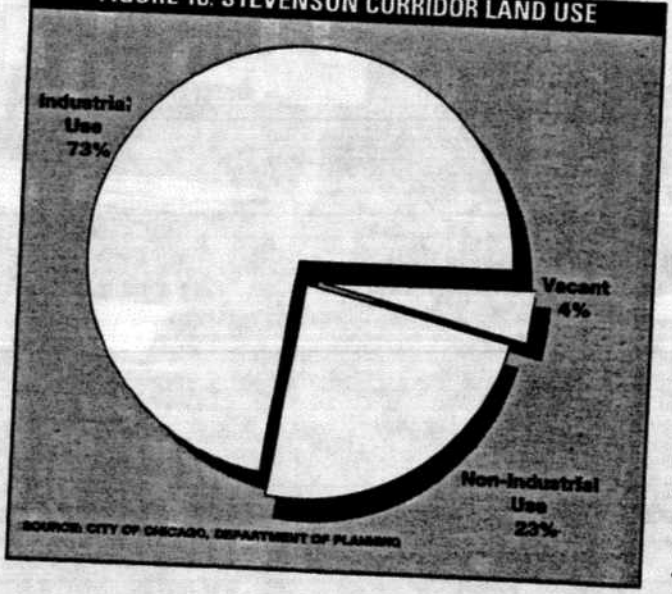
This area has contained industrial uses for many years. Two factors contributed to its growth as an industrial corridor: the development and success in the late 1800's of the Union Stockyards directly to the south and east, and the industrial expansion generated by the demand for war-related goods during World War II.

Industrial Land Use

Increased industrial development of this corridor in the 1940's was aided by the availability of large vacant tracts of land. Rail lines left some parcels undesirable for residential development, and the lack of public transportation hindered residential development of other areas.

Land use in the corridor is 73% industrial, 23% non-industrial, and 4% vacant. The corridor contains a total of 32 vacant acres. The largest single parcel of vacant land consists of 14 acres at Kildare and 42nd Street. This is proposed as an industrial expansion opportunity.

FIGURE 10: STEVENSON CORRIDOR LAND USE



The Stevenson Corridor contains the newest buildings within the West Side corridors, with 87% being single-story structures.

Industrial Infrastucture

The Stevenson Corridor relies heavily upon the Stevenson Expressway, directly adjacent to the corridor. Rail service also plays an integral role in the corridor's transportation system with five active rail lines. The Santa Fe Railway, a

The Santa Fe Railway's Corwith Yard and intermodal facility at 43rd Street and Kedzie Avenue has a complete customs facility and is an east bound checkpoint where all outbound traffic is inspected.

predominant use in the corridor, runs north and south through the center of the corridor. The Belt Railway of Chicago runs along the western border and across the southern arm of the corridor. The Illinois Central Gulf Railroad services the northern and eastern ends of the corridor. On the eastern edge CONRAIL and CSX Transportation lines run parallel to each other.

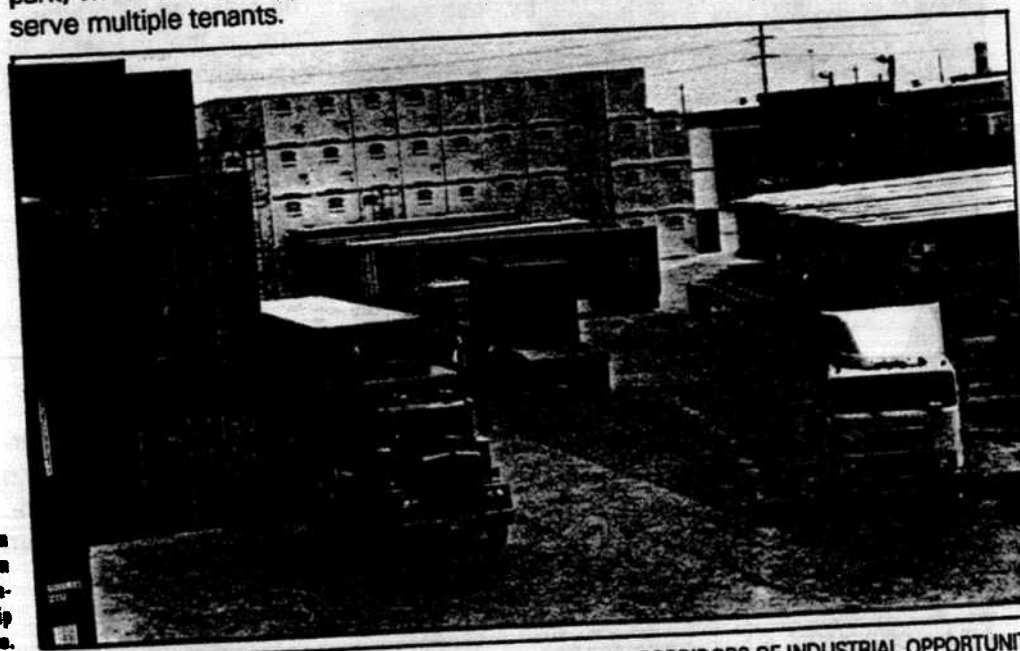
The completion of the CTA's Southwest Rapid Transit Line will impact this corridor. The transit line's Midway Airport terminal is being built in the southern section of the corridor and will limit the amount of land available for expansion of existing businesses. The new line, however, will provide excellent access to the area for workers.

Public capital improvement dollars spent or allocated in the corridor since 1983 have totaled $17.2 million. This includes the recent approval of the expenditure of $5.5 million for industrial infrastructure improvements in the Crawford Industrial Park located between the Stevenson Expressway, 47th Street, the Belt Railway, and the Santa Fe yards. The improvements will include street reconstruction and resurfacing, sewer replacement and the upgrading of lighting and water systems. Street improvements along Pershing Road and Cicero Avenue and water distribution improvements along 45th, 46th and 48th Streets have also been completed.

Industrial Base

The Stevenson Corridor houses 163 industrial firms employing 10,382 workers. Industry is most prevalent between the Belt Railway on the west and the Santa Fe rail yards on the east. Much of this area falls within the Crawford Industrial Park. The industries in this park area have separate owners who act in a cooperative spirit to ensure efficient operations. It contains over 75 firms, employing over 6000 workers.

The corridor is anchored by the Crawford Industrial Park in the area west of Hamlin Avenue and the Santa Fe Railway's main intermodal facility east of Hamlin Avenue. The rail yards, covering over 287 acres, provide warehouse operations and a marshalling yard and offer excellent access to surrounding industry. The southwest arm of the corridor contains the Midway Industrial Center, a 50-acre business park, which was the former site of a single tenant. It was recently converted to serve multiple tenants.



The ITEL Container Terminal on Pulaski Road south of the Stevenson Expressway services and stores containers for the steam ship industry nation wide.

FIGURE11: STEVENSON CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

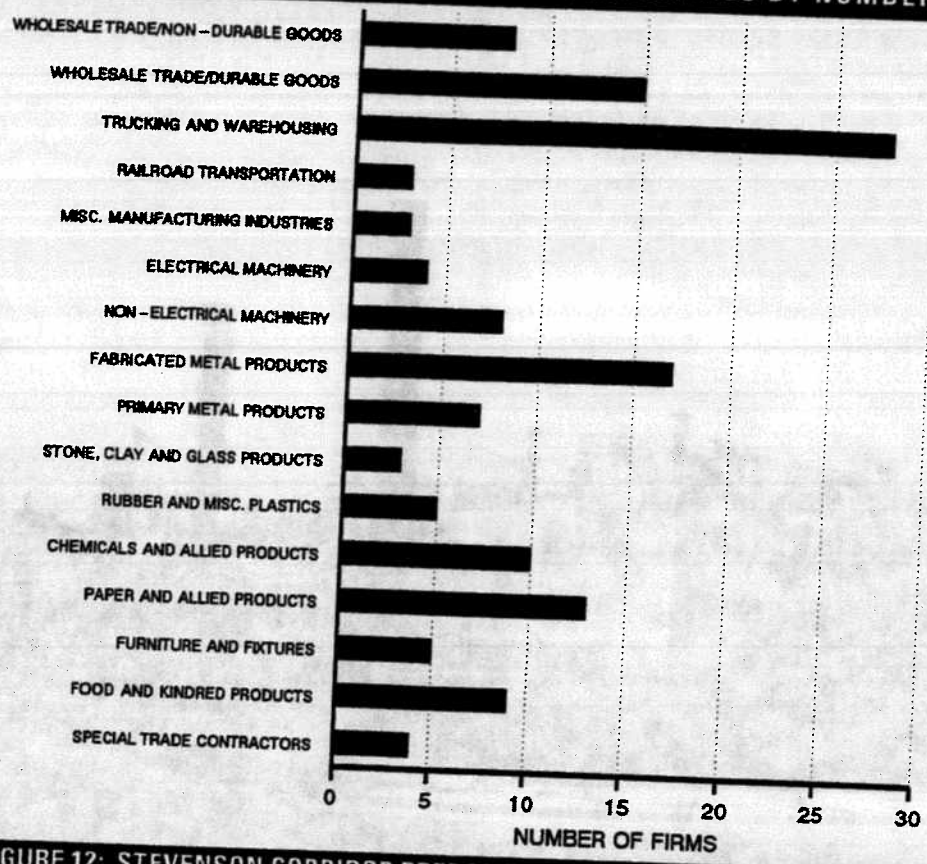
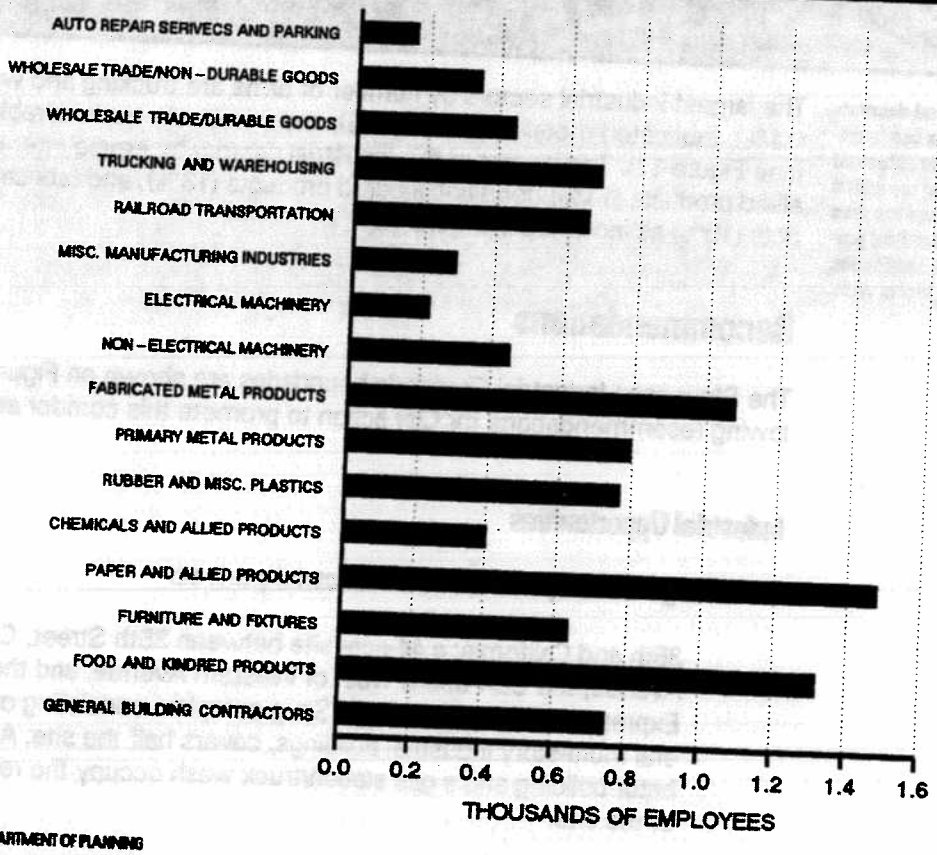
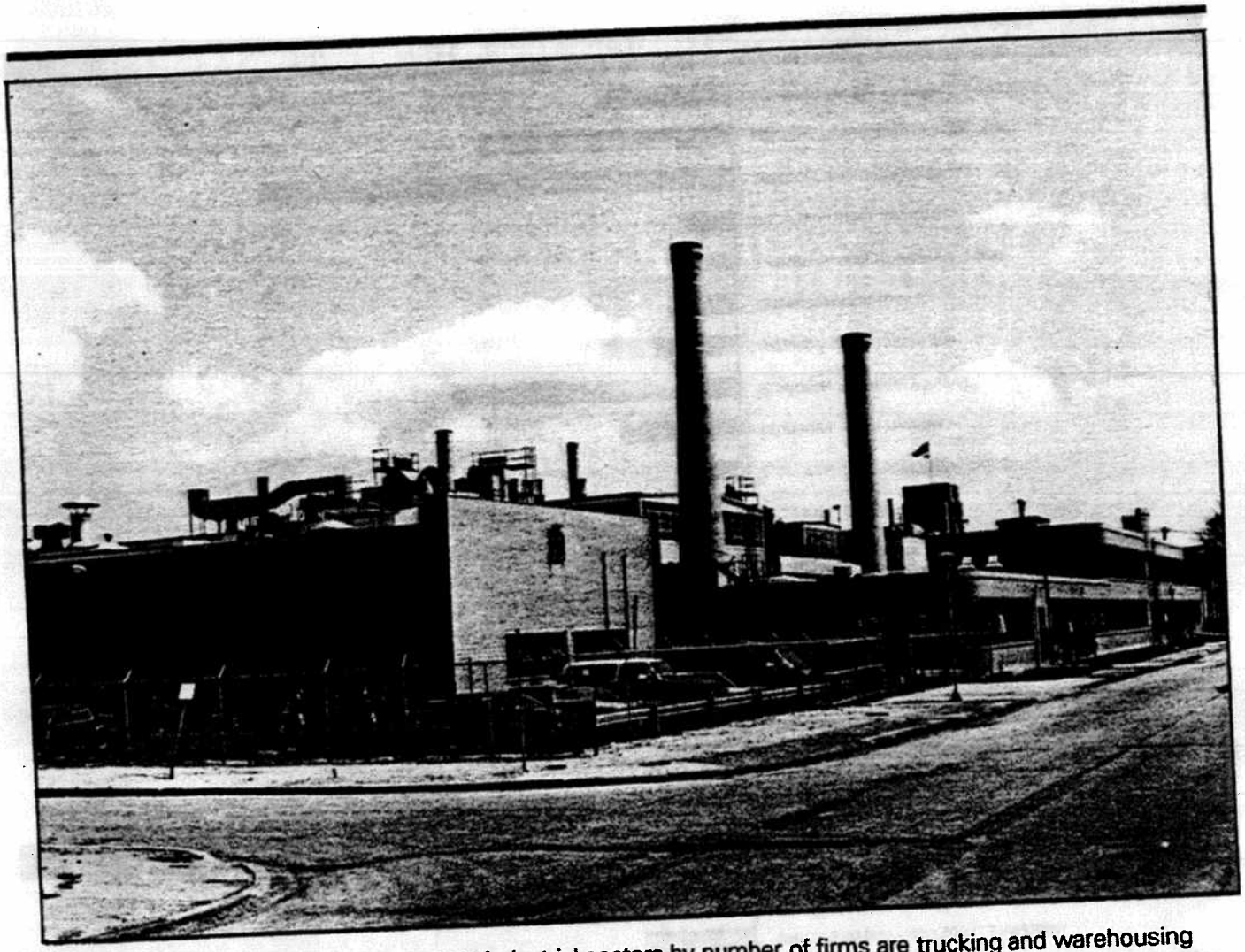


FIGURE 12: STEVENSON CORRIDOR PREDOMINANT SIC BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING



The Ball Corporation's metal decorating and service division is headquartered here in the Crawford Industrial Park. Coatings and printing are added to metal sheets and rolls and are then shipped to other plants for final processing and distribution world wide.

The largest industrial sectors by number of firms are trucking and warehousing (11%), fabricated metal products (10%), and wholesale trade/durable goods (9%) (see Figure 11). The largest of the industrial sectors by employment are paper and allied products (14%), food and kindred products (13%), and fabricated metal products (10%) as indicated in Figure 12).

Recommendations

The Stevenson Industrial Corridor's boundaries are shown on Figure 13. The following recommendations for City action to promote this corridor are made:

Industrial Opportunities

Encourage development of an industrial park at:

35th and California: a 44-acre site between 35th Street, California Avenue, the CSX tracks west of Western Avenue, and the Stevenson Expressway. The Campbell's Soup complex, consisting of several multi-story industrial buildings, covers half the site. An industrial incubator building and a gas station/truck wash occupy the remainder of the site.

FIGURE13: STEVENSON CORRIDOR

Facilitate industrial expansion at:

Kildare and 42nd Street: a 14-acre site located in the Crawford Industrial Park and bounded by Stevenson Expressway, Kildare Avenue, District Boulevard, and the Belt Railway tracks east of and parallel to Knox Avenue. This site is vacant, has good access to the Stevenson Expressway (I-55), and immediate access to rail transportation.

Industrial Improvements

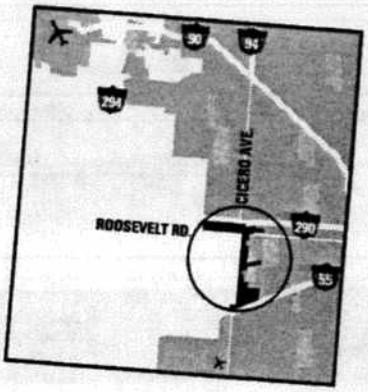
The Stevenson Corridor is a relatively new industrial district and, as a result, the existing infrastructure is not in need of major improvements with the following exception:

Viaducts

Increase the vertical clearance for the two viaducts at 47th Street and Archer Avenue to improve truck traffic flow through this intersection and ease congestion.

Roosevelt/Cicero Industrial Corridor

THE ROOSEVELT/CICERO INDUSTRIAL CORRIDOR CONSISTS OF 1132 ACRES OF LAND zoned primarily for manufacturing within the area bounded by the Eisenhower Expressway (I-290) on the north, Central Park Avenue on the east, the Stevenson Expressway (I-55) on the south and Menard Avenue on the west. This is the largest corridor in terms of acreage.

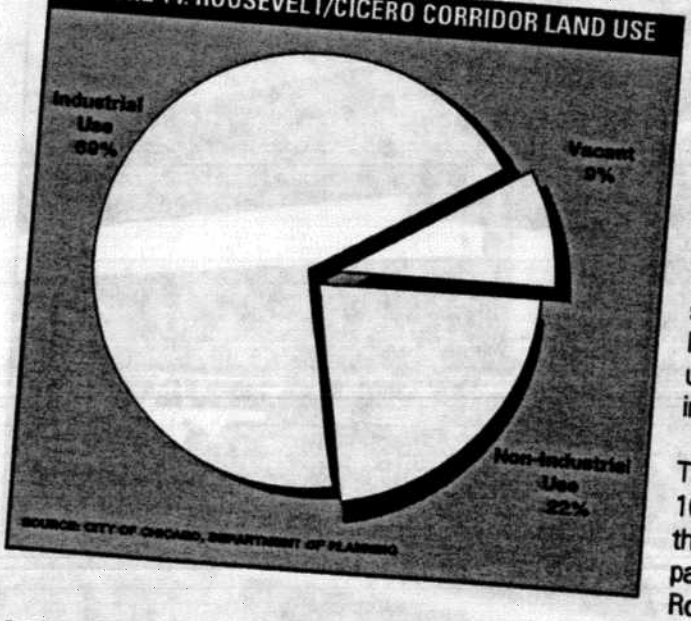


The industrial activity of the corridor developed as Chicago's central business district became too costly and congested for wholesale and warehousing operations. As a result, at the turn of the century, industry began to locate along the Belt Railway. Simultaneously, 5th Avenue and Pulaski Road attracted light manufacturing activities. Heavier industry such as the Sunbeam Corporation became predominant employers in the area.

Industrial Land Use

Land use in the Roosevelt/Cicero Corridor is 69% industrial, 22% non-industrial, and 9% vacant. The corridor's light manufacturing and warehousing operations are located in both the northern and southern sections of the corridor. The section south of 26th Street is dominated by larger parcels of land supporting trucking and distribution firms. In addition, People's Gas Light and Coke Company occupies a 48-acre facility. The majority (79%) of the structures in the corridor are newer, single-story industrial buildings.

FIGURE 14: ROOSEVELT/CICERO CORRIDOR LAND USE



The Eisenhower Expressway (I-290) separates the corridor from the residential neighborhoods to the north. Directly south of the expressway, between Kolmar and Lockwood Avenues, are several isolated parcels of land zoned for residential use interspersed among industrial activities.

There are approximately 102 acres of vacant land in this corridor. The largest parcel is located at Roosevelt Road and

Kostner Avenue (17 acres). Other vacant parcels are much smaller and scattered throughout the corridor.

Industrial Infrastructure

The predominance of trucking firms in the Roosevelt/Cicero Industrial Corridor results from excellent access to both the Eisenhower and Stevenson Expressways on the northern and southern boundaries of the corridor. The expressways make it a convenient location for workers living in the city as well as the suburbs. In addition to the expressways, the other major east-west truck routes are Roosevelt Road and Ogden Avenue. The north-south truck routes are Pulaski Road and Cicero Avenue.

The Belt Railway of Chicago is a dominant feature of this industrial corridor. It runs the length of the corridor and is one of the largest switching lines in the Chicago area, connecting to nine rail companies. Almost 20% of the Belt Railway's traffic is moved over its line in this corridor. The Illinois Central Gulf Railroad runs mainly along the southern border of the corridor. The Burlington Northern Railroad services the eastern side of the corridor.

Commuter rail traffic is handled by the CTA's Congress Rapid Transit Line on the far northern end and the Douglas Rapid Transit Line in the northern and central portions of the corridor. In addition, a METRA line, the Burlington Northern, serves the western and central segments of the corridor.

Public capital improvement dollars spent or allocated in the Roosevelt/Cicero Corridor totaled $14.2 million since 1983. Of that amount, $8.1 million has been spent on bridge improvements. Improvements to the Pulaski Road and Cicero Avenue bridges at the Sanitary and Ship Canal accounted for the largest share of funds. An additional $1.8 million has gone toward company-specific public investment.

5000 West Roosevelt, formerly the Alden's Mail Order Warehouse, is now a multi-tenant facility and an example of the successful reuse of industrial buildings.

FIGURE15: ROOSEVELT/CICERO CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

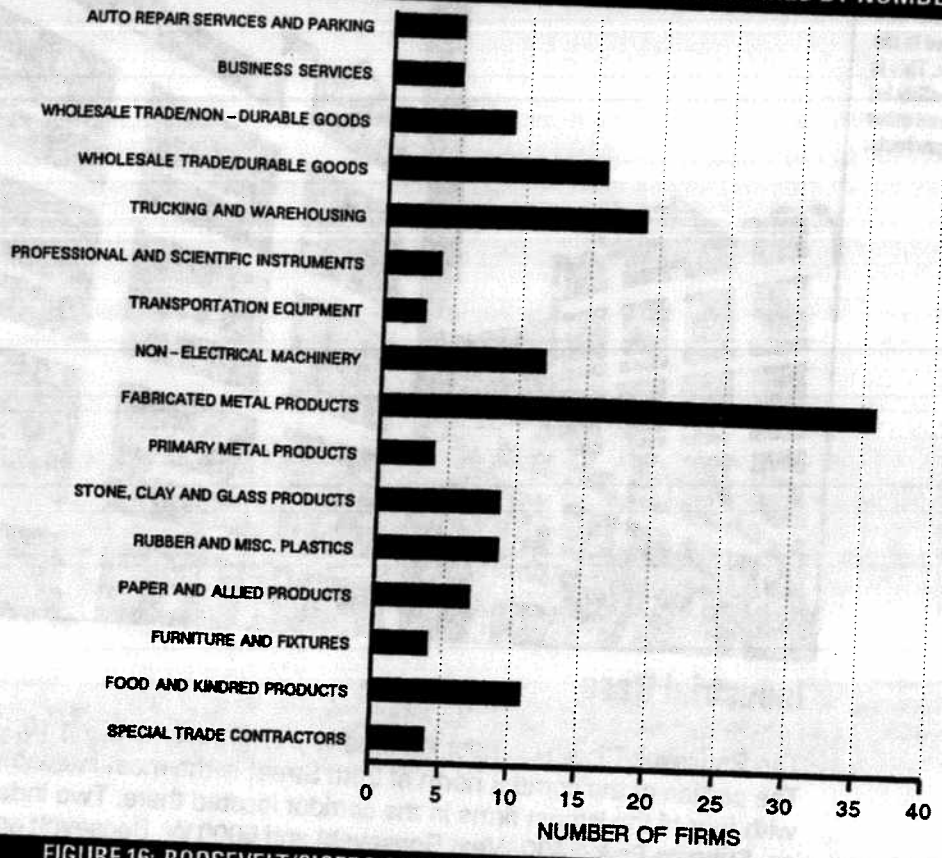
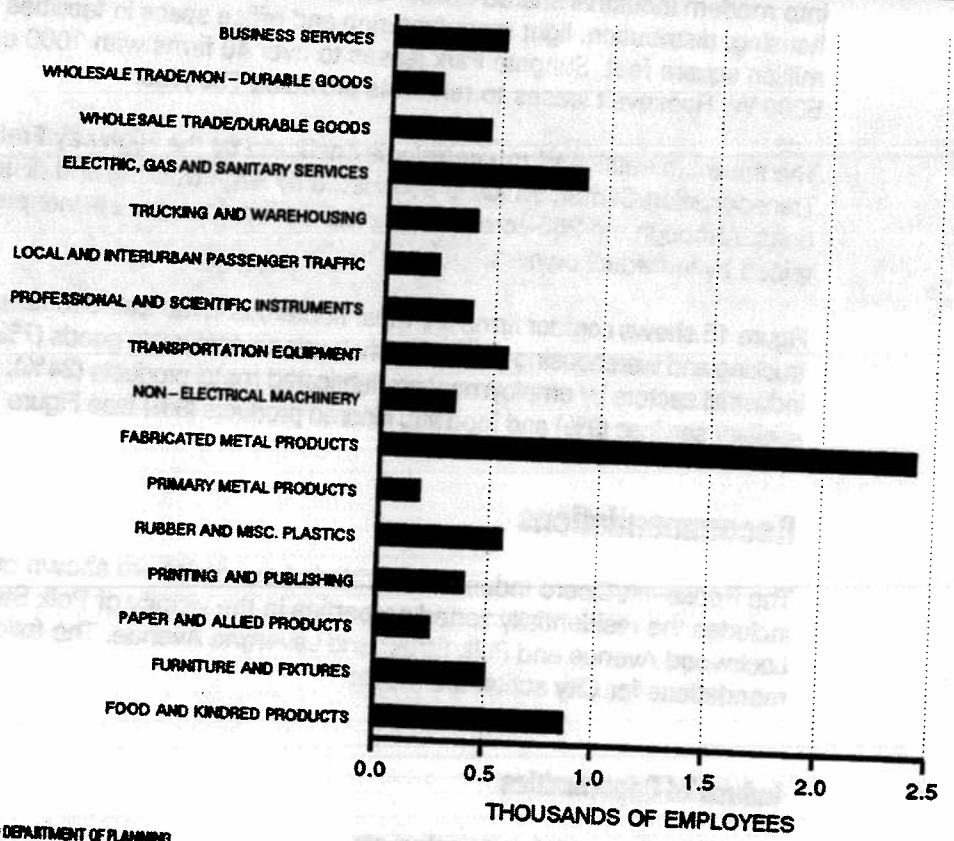
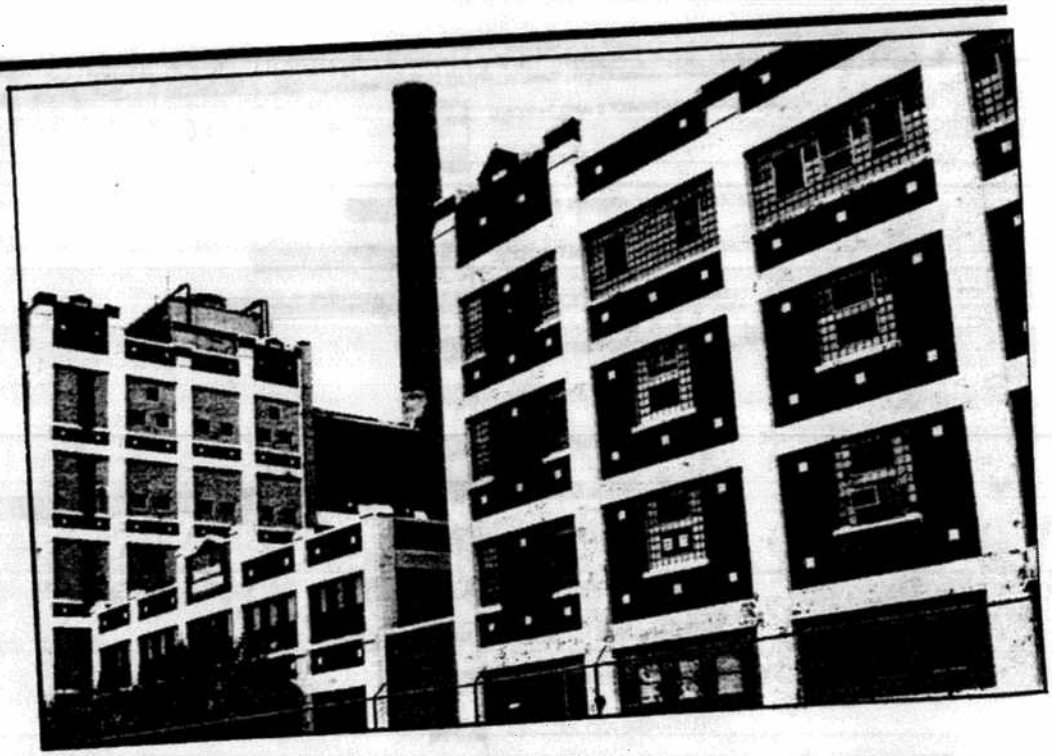


FIGURE 16: ROOSEVELT/CICERO CORRIDOR PREDOMINANT BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING



Best Foods, a division of CPC International, has been located in the corridor since the early 1920's. This is the main production facility for Hellmann's Mayonnaise and other major food products.

Industrial Base

The Roosevelt/Cicero Corridor is home to 217 firms employing 10,173 workers. The portion of the corridor north of 26th Street is the most intensely developed with four of the largest firms in the corridor located there. Two industrial complexes, Sungate Park (5400 West Roosevelt) and 5000 W. Roosevelt are located in this area. These older single-tenant manufacturing facilities were converted recently into modern industrial shared-space facilities. Both offer opportunities for warehousing, distribution, light manufacturing and office space in facilities with over one million square feet. Sungate Park leases to over 40 firms with 1000 employees. 5000 W. Roosevelt leases to ten firms providing 750 jobs.

The southern section of the corridor is anchored by the Highway Freight Transportation Center, which is dominated by large trucking and distribution operations. Although the 260-acre complex has an industrial park atmosphere, it is maintained by individual owners.

Figure 15 shows corridor firms are most numerous in fabricated metal products (17%), trucking and warehousing (9%) and wholesale trade/durable goods (7%). The largest industrial sectors by employment are fabricated metal products (24%), electric, gas and sanitary services (9%) and food and kindred products (9%) (see Figure 16).

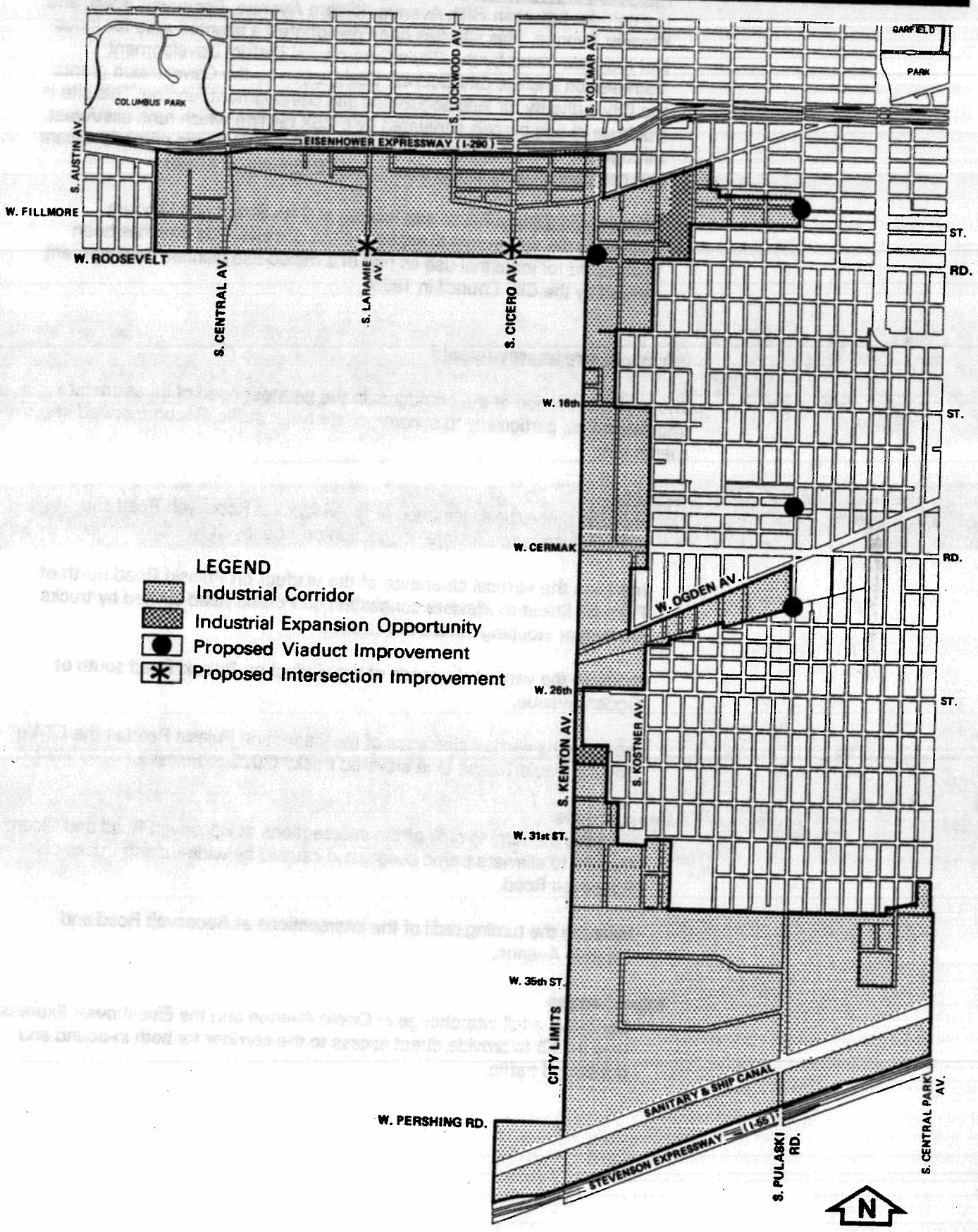
Recommendations

The Roosevelt/Cicero Industrial Corridor's boundaries are shown on Figure 17. This includes the residentially zoned properties in the vicinity of Polk Street and Lockwood Avenue and Polk Street and Lavergne Avenue. The following recommendations for City action are made:

Industrial Opportunities

Facilitate industrial expansion at:

FIGURE17: ROOSEVELT/CICERO CORRIDOR



Roosevelt and Kostner: a 17-acre site located in the northeast section of the corridor between Fifth Avenue, Kildare Avenue, Roosevelt Road, and Kostner Avenue. This site has been designated a blighted area for industrial redevelopment by the City's Commercial District Development Commission and the City Council. Designation by the Commission grants the City authority for land acquisition and development funding. This site is made up of two parcels separated by a CSX rail line which runs east/west through the far northern portion of the corridor. This site is primarily vacant and has good access to the Eisenhower Expressway (I-290).

Kilbourn and 27th: a 7-acre site located at 27th Street and Kilbourn Avenue in the south-central section of the corridor. This area has been designated for industrial use as part of a mixed-use planned development passed by the City Council in 1990.

Infrastructure Improvements

The northern section of the corridor is in the greatest need of infrastructure improvements, particularly to accommodate truck traffic. Recommended improvements are:

Viaducts

Increase the vertical clearance of the viaduct at Roosevelt Road and Kolmar Avenue to alleviate congestion on Roosevelt Road.

Increase the vertical clearance of the viaduct on Pulaski Road north of Fillmore Street to alleviate congestion on Pulaski Road caused by trucks slowing or stopping before the viaduct.

Increase the vertical clearance of the viaduct on Pulaski Road south of Ogden Avenue.

Increase the vertical clearance of the viaduct on Pulaski Road at the CTA's Douglas Rapid Transit Line elevated tracks (2023 S. Pulaski).

Intersections

Increase the turning radii of the intersections at Roosevelt Road and Cicero Avenue to alleviate traffic congestion caused by wide-turning trucks on Roosevelt Road.

Increase the turning radii of the intersections at Roosevelt Road and Laramie Avenue.

Interchanges

Construct a full interchange at Cicero Avenue and the Eisenhower Expressway (I-290) to provide direct access to the corridor for both in-bound and out-bound traffic.

Northwest Industrial Corridor

THE NORTHWEST INDUSTRIAL CORRIDOR CONSISTS OF 763 ACRES OF land zoned primarily for manufacturing. It lies within the area bounded by Fullerton Avenue on the north, Lake Street on the south, Pulaski Road on the east and Cicero Avenue on the west. Historically, the corridor developed along both sides of the Chicago & North Western Railroad line from its Kinzie Street yards to Fullerton Avenue. This rail line remains a central element of the corridor.

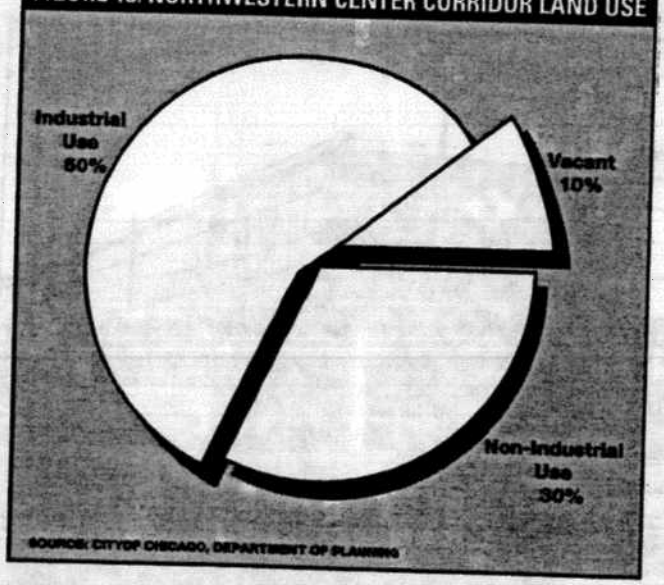
Industrial Land Use

Land use in the Northwest Corridor is 60% industrial, 30% non-industrial and 10% vacant. The dominant feature of the corridor is the Northwestern Center for Industry (NCI), a 200-acre industrial park located between Kinzie Avenue, Pulaski Road, the Belt Railway, and Chicago Avenue. From this southern anchor, the corridor extends north between Cicero and Kostner Avenues to Fullerton Avenue.

Cicero Avenue acts as a distinct border between residential and industrial uses and serves as the corridor's western boundary. Kostner Avenue, north of Chicago Avenue, is the predominant eastern edge.

There are a number of small areas in the corridor where inconsistent land use is reflected in non-conforming residences surrounded by industrial and commercial development. These include areas north and south of North Avenue along Cicero Avenue, and south of Chicago Avenue along the east side of Kilpatrick Street. In addition, a pocket of land zoned for residential uses exists south of the Northwestern Center for Industry, between Kinzie and Lake Streets. Commer-cial uses are mainly found along Grand Avenue.

FIGURE 18: NORTHWESTERN CENTER CORRIDOR LAND USE



Industrial Infrastructure

The Northwest Corridor relies heavily upon the Eisenhower Express-way located directly south of the corridor. Traffic access to the corridor is being upgraded by improvements

The Hudson Screw Machine Products Company has been in the corridor since 1926. They manufacture and distribute component parts to job shops internationally.

to Cicero Avenue funded by the Illinois Department of Transportation.

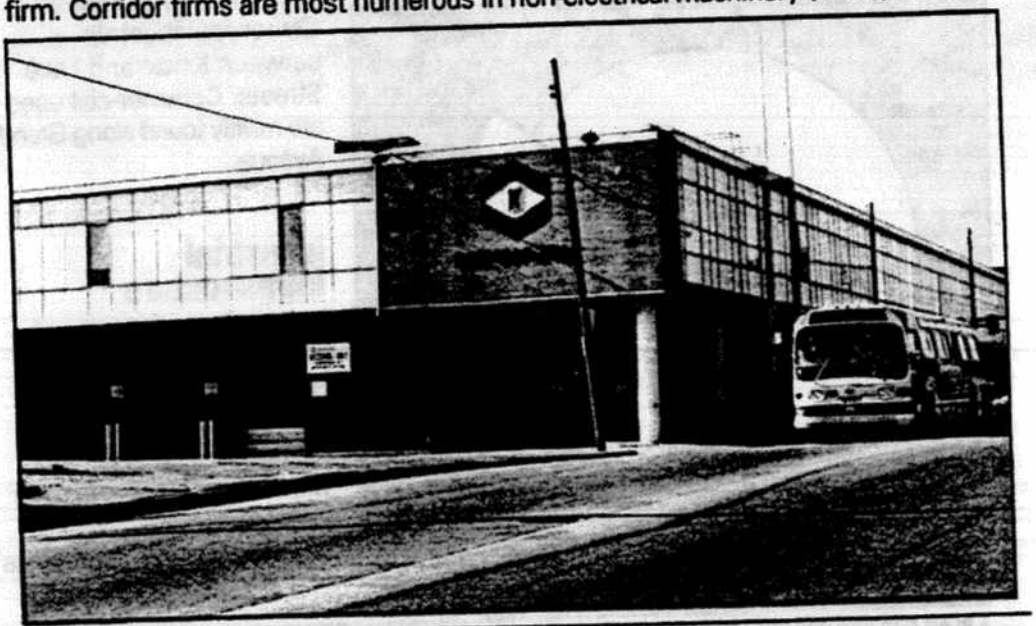
The City of Chicago has invested $9.3 million in public infrastructure improvements in this corridor since 1983. These include viaduct improvements along the Belt Railway at North and Chicago Avenues.

The corridor is served by two freight rail lines; the Chicago & North Western Transportation Company and the Belt Railway of Chicago, both of which run north and south through the entire length of the district.

Commuter rail traffic in the northern portion of the corridor is served by METRA's Milwaukee District line. The CTA's Lake Street Rapid Transit Line serves the far southern portion.

Industrial Base

The Northwest Corridor employs 15,174 workers in 217 industrial firms. It has the largest average firm size of the eight West Side corridors with 70 employees per firm. Corridor firms are most numerous in non-electrical machinery (15%), and fab-



Newark Electronics Corporation's main distribution facility. Newark distributes electronic components to industrial markets worldwide.

FIGURE19: NORTHWEST CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

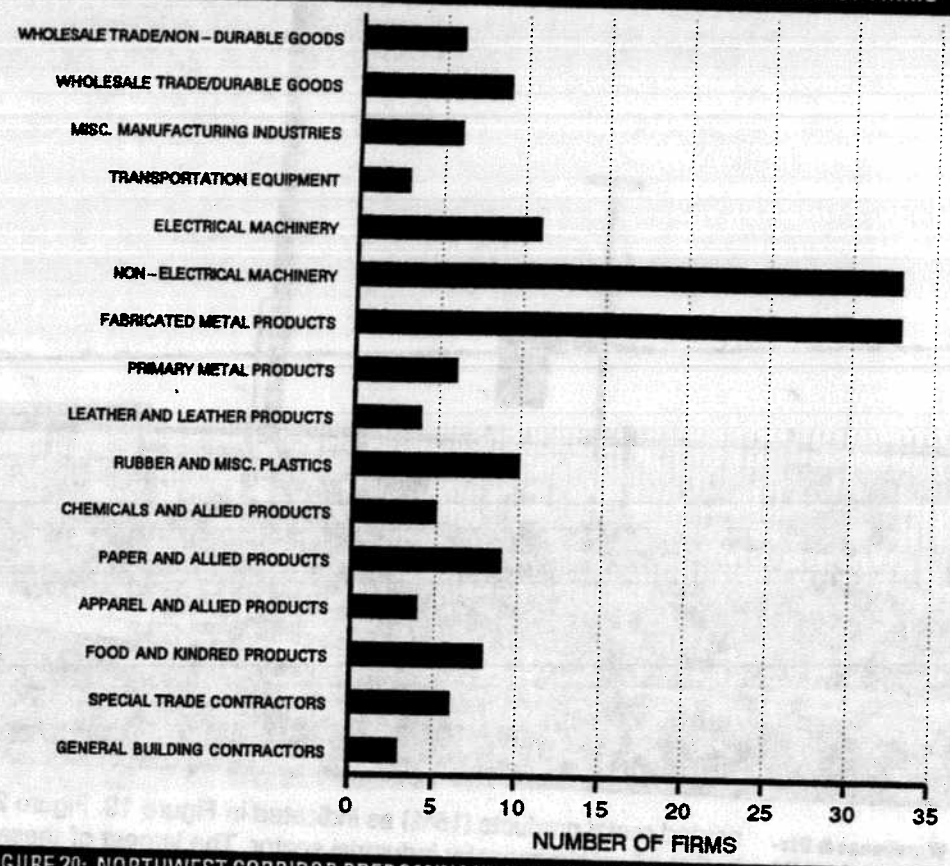
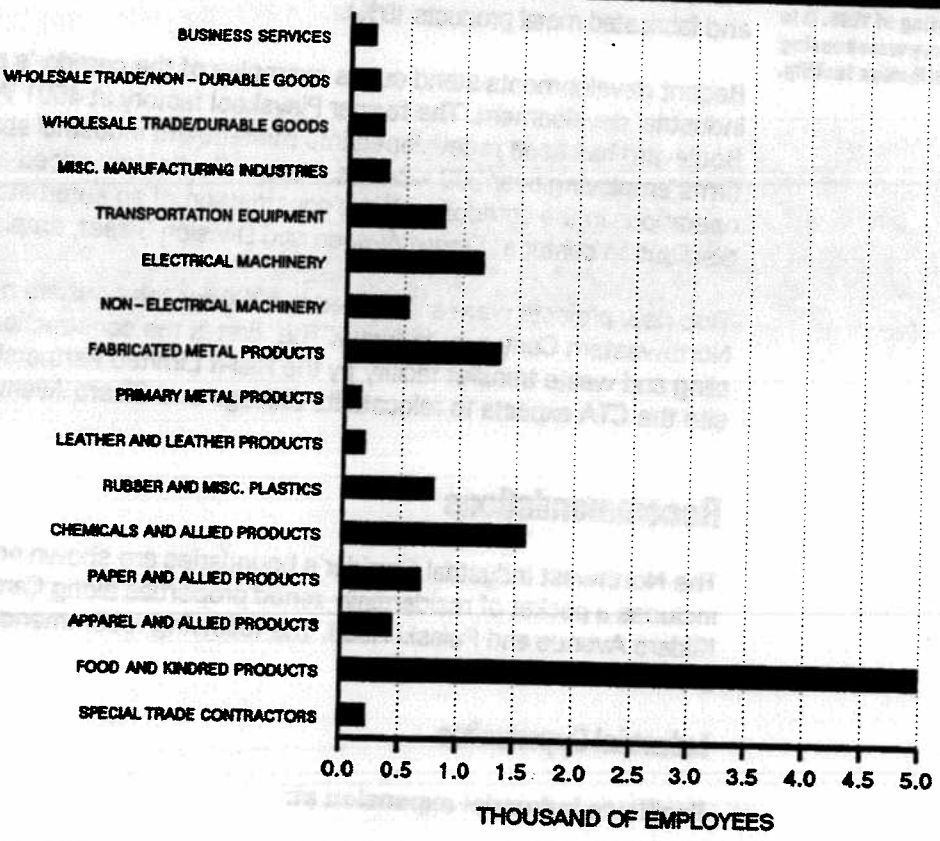
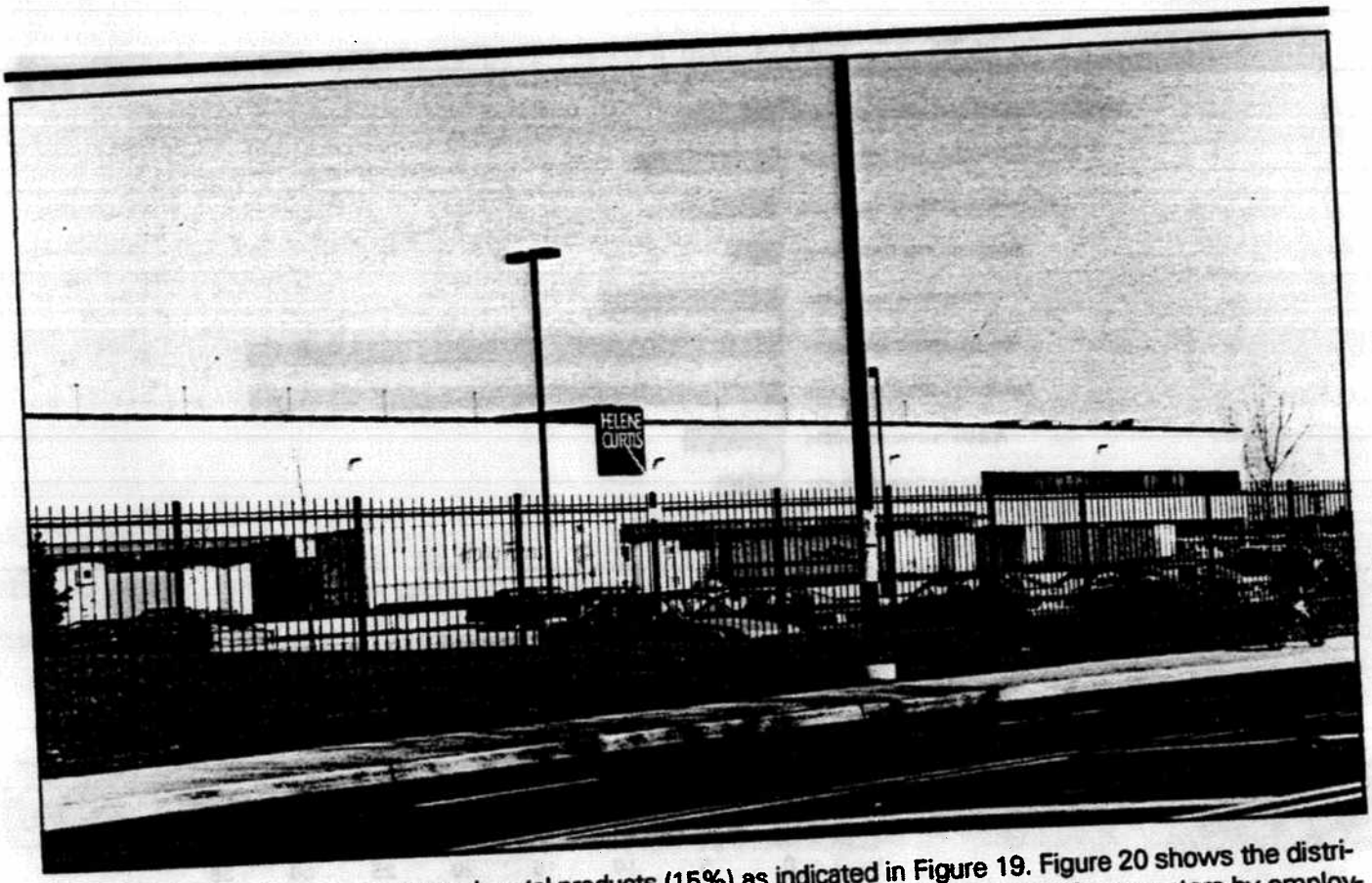


FIGURE 20: NORTHWEST CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING



The Helene Curtis Warehouse & Distribution Center, located at 1401 North Cicero Avenue, has been in operation since spring of 1989. It is the company's primary warehousing and distribution facility.

ricated metal products (15%) as indicated in Figure 19. Figure 20 shows the distribution of employment by industrial sector. The largest of these sectors by employment are food and kindred products (33%), chemicals and allied products (11%) and fabricated metal products (9%).

Recent developments stand out as examples of the corridor's potential for further industrial development. The former Playskool factory at 4501 West Augusta Boulevard has been redeveloped into multi-tenant industrial space containing six firms employing over 500 workers. Helene Curtis, Inc. added a third facility to its operations in the corridor with the construction of an automated warehouse and distribution center at Cicero Avenue and Division Street, employing 125 workers.

Two new projects were announced in 1990 for the northern most section of the Northwestern Center for Industry. The first is the construction of a 30 acre recycling and waste transfer facility by the Rail-it Limited Partnership. Adjacent to this site the CTA expects to relocate its Chicago and Cicero Avenue bus barn.

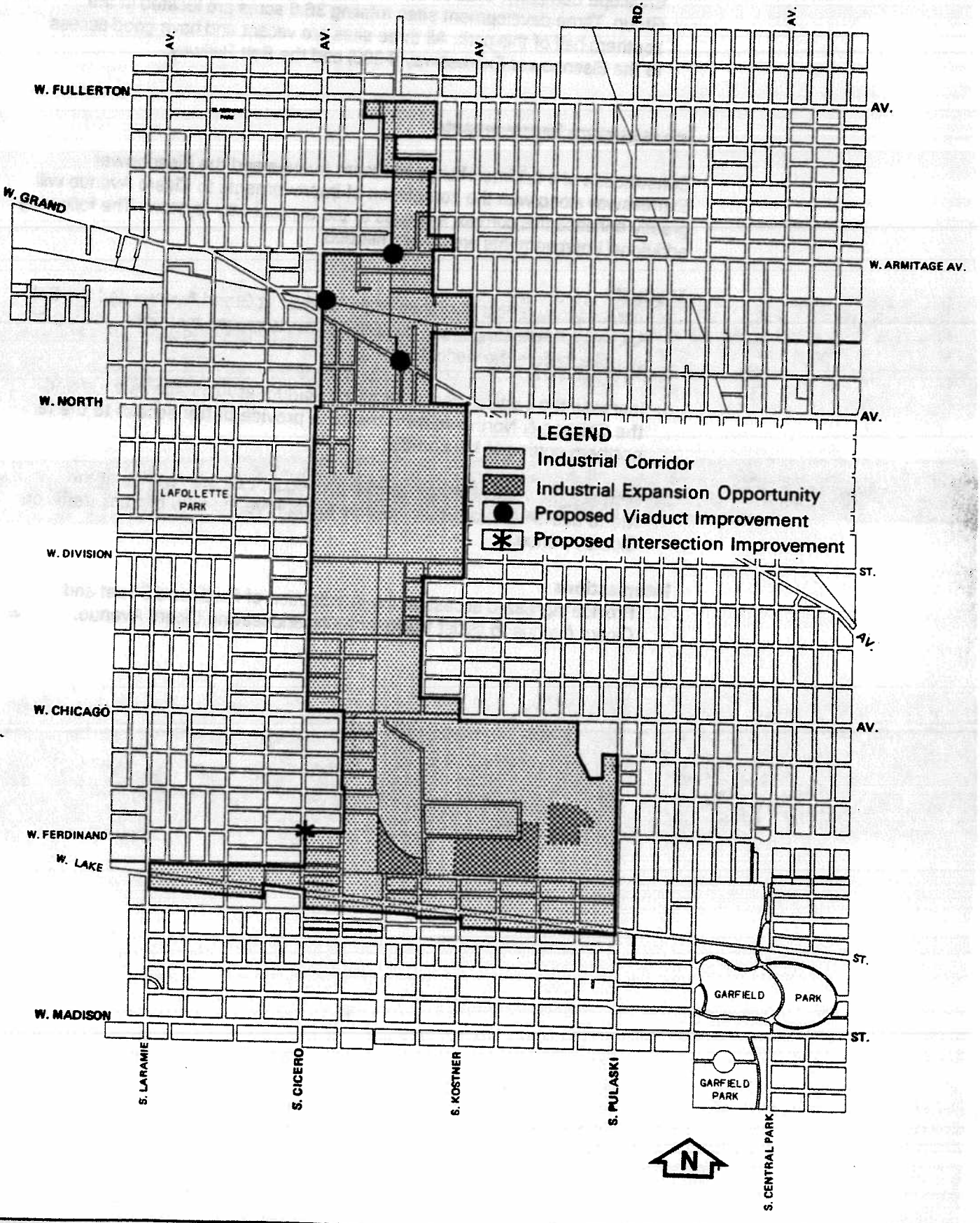
Recommendations

The Northwest Industrial Corridor's boundaries are shown on Figure 21 This includes a pocket of residentially zoned properties along Carroll Avenue between Kildare Avenue and Pulaski Road. The following recommendations for City action are made:

Industrial Opportunites

Facilitate industrial expansion at:

FIGURE 21: NORTHWEST CORRIDOR



Northwestern Center for Industry: Current occupants include American Envelope Company, Stuart Hale Company and the Kemmerer Bottling Group. Three development sites totaling 36.6 acres are located in the southern half of this park. All three sites are vacant and have good access to the Eisenhower Expressway (I-290) and the Belt Railway.

Infrastructure Improvements

Construction of a full interchange at Cicero Avenue and the Eisenhower Expressway along with the completion of improvements to Cicero Avenue will greatly enhance this corridor's access to the expressway system. The following additional improvements are recommended:

Viaducts

Increase the vertical clearance of the viaduct at Grand Avenue and the Belt Railway to ease congestion on Grand Avenue caused by trucks slowing or stopping before the viaduct.

Increase the vertical clearance of the viaduct at Armitage Avenue and the Chicago & North Western tracks to provide better access to the far northern portion of the corridor.

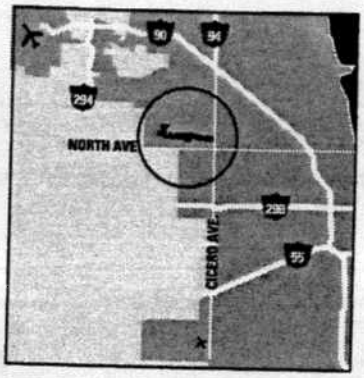
Increase the vertical clearance of the viaduct at Cicero Avenue at the Metra tracks north of Grand Avenue to improve the flow of truck traffic on Cicero Avenue.

Intersections

Provide signalized access at the intersection of Ferdinand Street and Cicero Avenue to assist trucks entering and leaving Cicero Avenue. ⊡

Armitage Industrial Corridor

THE ARMITAGE CORRIDOR CONSISTS OF 371 ACRES OF LAND ZONED FOR manufacturing within the area bounded by Fullerton Avenue on the north, Cicero Avenue on the east, Bloomingdale Avenue on the south, and Oak Park Avenue on the west.



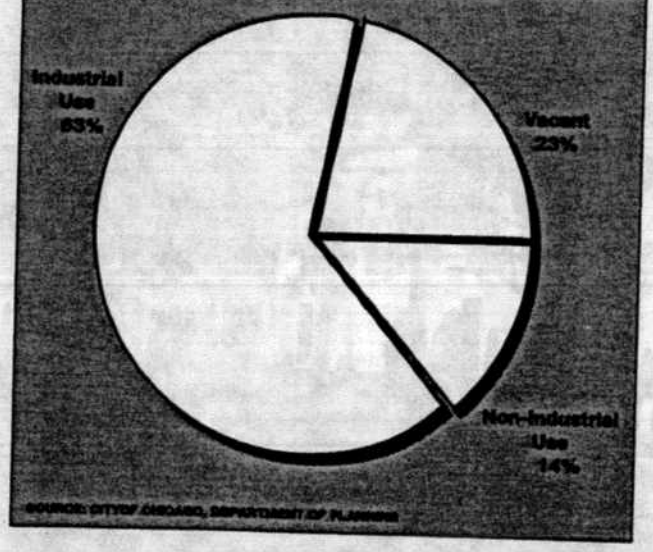
This corridor of manufacturing activity originated in the 1870's around the Galewood Yard, a former railway siding of the Milwaukee Road Railroad. The Galewood Industrial District, as it was originally known, was a center for metals manufacturing. Industrial expansion in the 1920's and 30's diversified the corridor's industrial base with the addition of firms like Zenith Electronics Corporation and M&M/Mars Candy Company. Today the rail yard is vacant while a dynamic mix of modern industry remains near by.

Industrial Land Use

Land use in the Armitage Corridor is 63% industrial, 14% non-industrial and 23% vacant. The surrounding area is a mix of single and multi-family residential uses.

The corridor contains three related areas of industrial activity. South of the Metra tracks between Narragansett and Laramie Avenues is an area consisting of vacant rail yard and large manufacturing firms. North of the Metra tracks between Austin and Laramie Avenues is a mixture of smaller industrial and commercial uses. West of Narragansett is less densely developed with larger manufacturers and vacant land. The conversion of a sizable piece of industrial property to other uses occurred in this area with the development of the Brickyard Shopping Mall north of Fullerton Avenue.

FIGURE 22: ARMITAGE CENTER CORRIDOR LAND USE



The most significant features of the corridor are large vacant sites. At the center of the corridor are 75 acres of primarily vacant land around which the district is shaped. The Galewood Yard contains 62 acres of vacant land south of and adjacent to the Metra tracks, between

Narragansett and Laramie Avenues. At the yard's eastern edge is an additional 4.5 acres of vacant land and buildings at 1840 Laramie Avenue, the former warehouse and grain elevators of the Archer Daniels Midland Company (ADM). To the west, adjacent to the yard and Austin Avenue, are 8 acres of vacant land owned by Zenith Corporation.

Another 20 acres of developable land are clustered in three locations. Approximately eleven acres of developable land are located at Normandy and Belden streets on property previously occupied by the Revere Company. A nine-acre parcel of underutilized land and buildings is situated on the east side of Laramie between Bloomingdale and the railroad tracks on property owned by Glidden Paint and the vacated ADM office complex.

Industrial Infrastructure

The corridor is approximately 4 miles west of the Kennedy Expressway (I-90/94) at Armitage Avenue and 3.5 miles south of the Kennedy (I-90) at Narragansett. The Eisenhower (I-290) is 3.5 miles to the south via Cicero Avenue.

Major improvements to Cicero Avenue, currently underway, will make direct access to the corridor possible along Cicero Avenue. Portions of these improvements are completed now and all remaining segments of the improvement program are expected to be completed in 1991. Additional improvements include street widening, resurfacing, intersection throat widening, off-street parking and traffic signal modernization. Within the corridor, Grand Avenue is the main truck route north of the Metra tracks; Harlem and Cicero Avenues reach the Eisenhower Expressway. Armitage Avenue is used by larger trucks (13'6 in" height) connecting Grand Avenue to Cicero Avenue. Bloomingdale Avenue is the major truck route on the south side of the corridor. Truck use of Bloomingdale Avenue can be improved by reducing parking on the north side of the street between Central and Cicero Avenues and allowing larger trucks to use the street.

The Soo Line Railroad provides freight rail service along a line running east-west

The M&M/Mars facility located at 2019 North Oak Park Avenue since 1929, produces some of the company's more well-known candy bars such as Snickers, 3 Musketeers, and Milky Way.

FIGURE 23: ARMITAGE CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

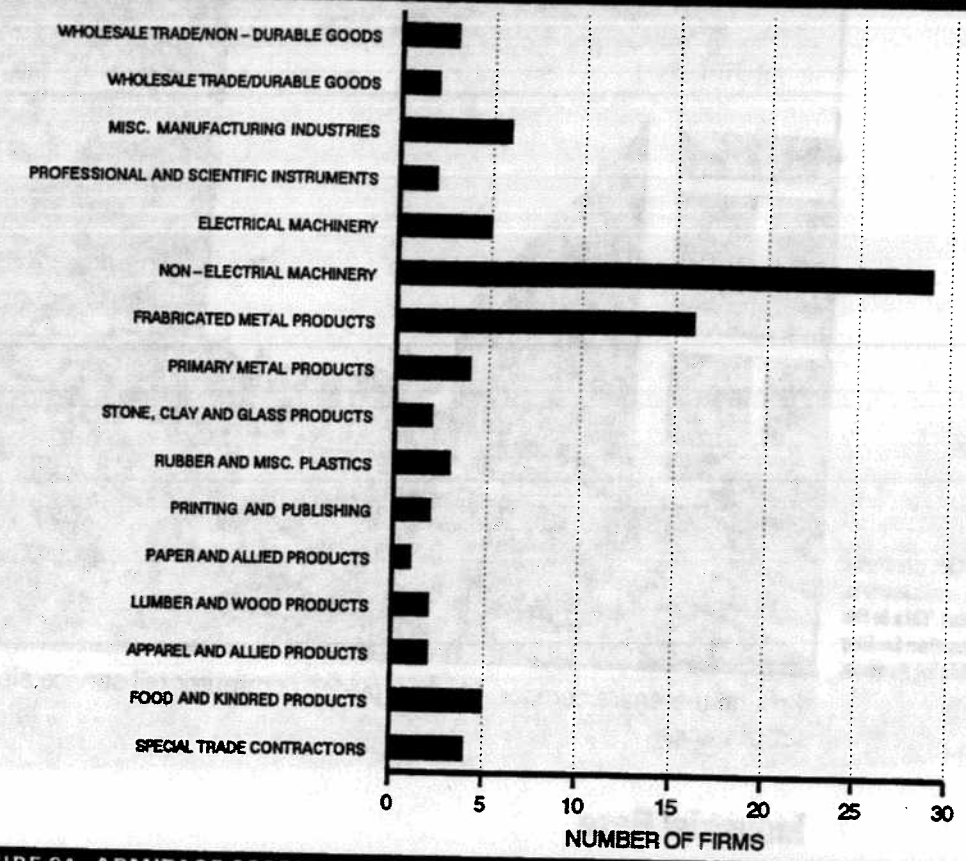
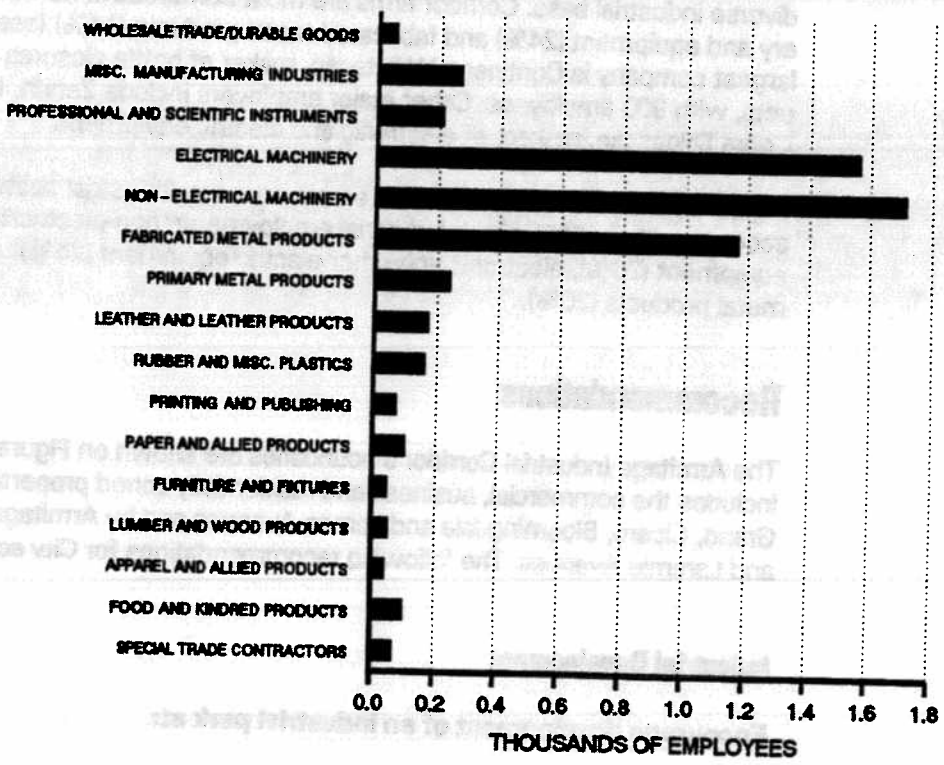


FIGURE 24: ARMITAGE CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING

Continental White Cap Inc. produces metal closures for glass containers in the international market. This is the company's main production facility located at 1800 North Major Avenue.

through the entire corridor. Metra provides commuter rail service along the same set of tracks.

Industrial Base

The Armitage Corridor is home to 112 companies, employing 5,752 workers in a diverse industrial base. Corridor firms are most numerous in non-electrical machinery and equipment (24%) and fabricated metal products (14%) (see Figure 23). The largest company is Continental Whitecap, maker of bottle closures and metal products, with 900 employees. Other major employers include Zenith, UPPCO, and Cobra Dynescan, makers of electronic and electric equipment.

Figure 24 shows the distribution of employment by industrial sector. Three sectors account for over 70% of the industrial employment: non-electrical machinery and equipment (26%), electronic and other electric equipment (24%), and fabricated metal products (20%).

Recommendations

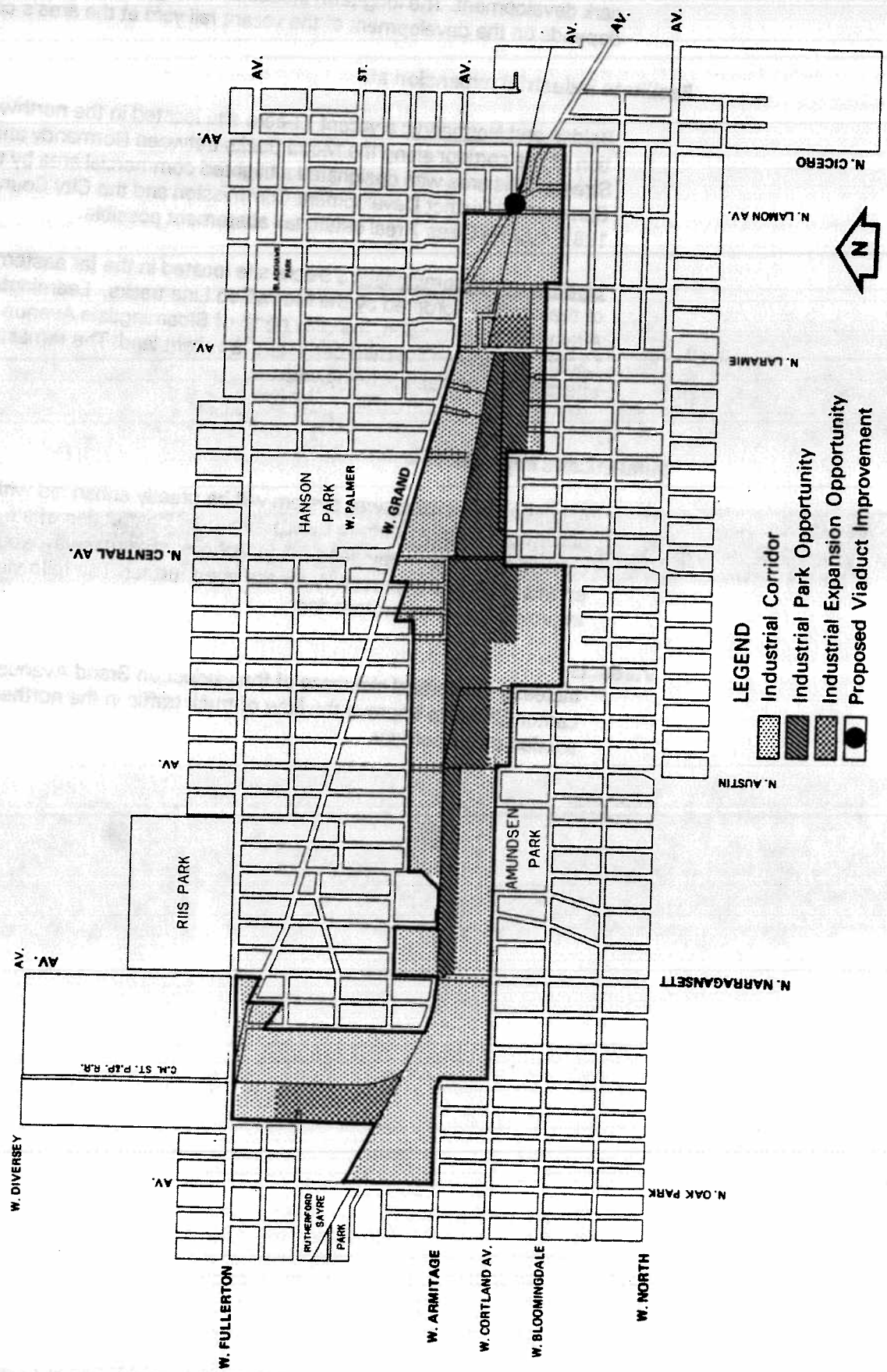
The Armitage Industrial Corridor's boundaries are shown on Figure 25. This includes the commercial, business and residentially zoned properties bordered by Grand, Cicero, Bloomingdale and Lamon Avenues and by Armitage, Lawler, Homer, and Laramie Avenues. The following recommendations for City action are made:

Industrial Development

Encourage development of an industrial park at:

Galewood Yard: a 75-acre site of primarily vacant land along and to the south of the Metra tracks, including the Galewood Yard, the ADM site and

FIGURE 25: ARMITAGE CORRIDOR



vacant Zenith property. This site is a prime opportunity for an industrial park development. The long-term industrial strength of this corridor depends on the development of the vacant rail yard at the area's core.

Facilitate industrial expansion at:

Belden and Normandy; a vacant 11-acre site located in the northwest section of the corridor along the Metra tracks between Normandy and Belden Streets. This area was designated a blighted commercial area by the City's Commercial District Development Commission and the City Council in 1981, making Class 7 real estate tax abatement possible.

Laramie and Bloomingdale; a 9-acre site located in the far eastern section of the corridor bordered by the Metra/Soo Line tracks, Leamington Avenue or its extension, the alley north of Bloomingdale Avenue and Laramie Avenue. One-third of the site is vacant land. The remainder of the site is in the process of being cleared.

Infrastructure Improvements

Access to the expressway system will be greatly enhanced with the completion of improvements to Cicero Avenue. Construction of a full interchange at Cicero Avenue and the Eisenhower Expressway would strengthen this corridor's expressway access even further. The following additional improvement is recommended:

Viaducts

Increase the vertical clearance of the viaduct on Grand Avenue east of Lamon Street to improve the flow of truck traffic in the northeastern section of the corridor.

Pulaski Industrial Corridor

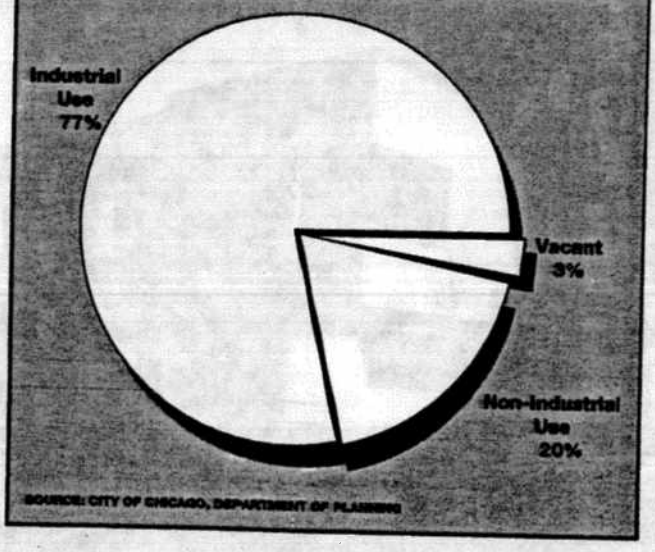
THE PULASKI INDUSTRIAL CORRIDOR IS THE SMALLEST INDUSTRIAL DISTRICT IN THE West Side, consisting of 171 acres of land zoned primarily for manufacturing. The corridor lies within the area bounded by Belmont Avenue on the north, Spaulding Street on the east, North Avenue on the south and Kostner Avenue on the west. It is located along either side of the Metra tracks south from Belmont Avenue to North Avenue and along either side of the Soo Line Railroad tracks from Pulaski Road west to Sawyer Avenue.

Industrial Land Use

This corridor is quite narrow, varying in width from one-half block to 2 blocks. Most of the factories in the corridor were built in the 1920's with some expansion between 1940 and 1950. Approximately 75% of the buildings in industrial use are one-story.

Land use in the Pulaski Corridor is 77% industrial, 20% non-industrial and 3% vacant. Because of the linear character of the industrial area, many of the plants are adjacent to residential areas with few clear boundaries. These uses appear to co-exist well together with little conversion from industrial to residential uses. Conversion of property to commercial uses along the arterial intersections, however, has begun to erode the area's industrial base.

FIGURE 26: PULASKI CENTER CORRIDOR LAND USE



Industrial Infrastructure

Freight rail service to the corridor is supplied by the Soo Line Railroad in the area south of Armitage Avenue. Metra's Milwaukee District line provides commuter rail service to the central section of the corridor.

Truck access to the Pulaski Corridor is achieved through several major arterial streets. From the north, the Kennedy Expressway

(I-90) is accessed by way of Belmont Avenue. From the south, the Eisenhower Expressway (I-290) is reached via Pulaski Road and the Dan Ryan Expressway (I-90/94), via Grand Avenue.

The City has invested approximately $200,000 in recent public infrastructure investments to improve traffic and circulation in the corridor. These include improvements to the intersection of Wrightwood Avenue and Pulaski Road and scheduled improvements to the viaducts at North Avenue at the Metra overpass and Pulaski Road at the Soo Line overpass.

Industrial Base

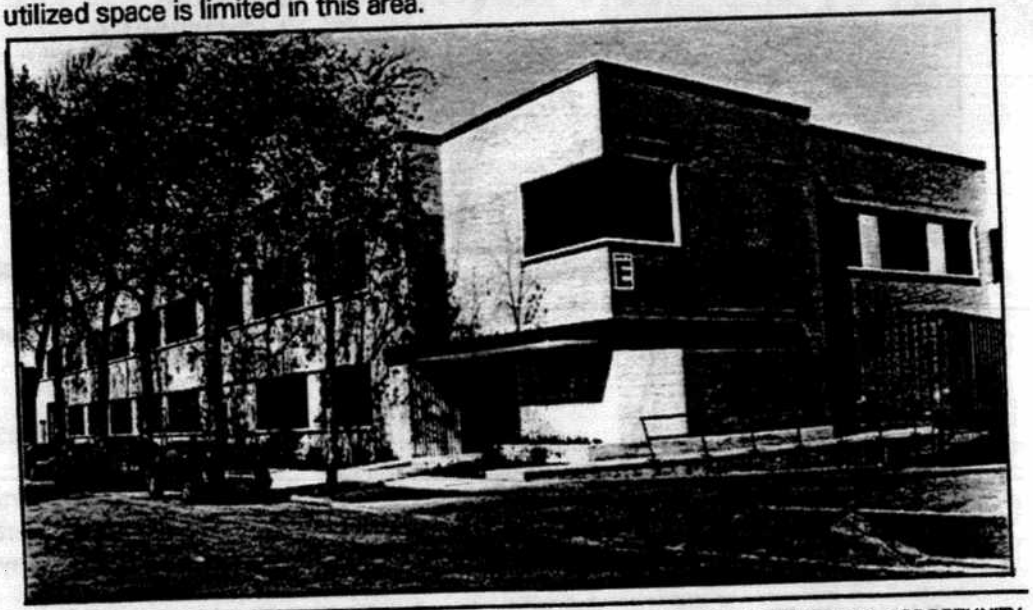
The Pulaski Corridor is the most intensively developed industrial land on the West Side, with 44 employees per acre of industrial land. Large employers anchoring the corridor include the Marshall Field's warehouse, Precision Scientific, Wells-Gardner Electronic Corporation, and Newly Weds Foods.

The corridor employs 5,451 workers in 85 industrial firms. Fabricated metal products is the largest industrial group in number of firms (15%) and employees (17%). Figures 27 and 28 show the distribution of other large employers and firms. Other predominant industries are wholesale trade/durable goods and non-electrical machinery while the other large employment sectors are trucking and warehousing and professional and scientific instruments and related products.

The area is undergoing transition with the loss of older manufacturing firms and investment by smaller firms, especially those displaced from the city's north side.

Recommendations

The Pulaski Industrial Corridor's boundaries are shown on Figure 29. This includes the commercially zoned properties along Diversey Parkway between Pulaski Road and the Metra tracks. The strength of the area's industrial base is its ability to provide affordable and stable space for small to medium-sized manufacturing firms. The corridor's development potential depends upon its capacity to retain these smaller industrial companies and to attract industrial successors. Vacant and underutilized space is limited in this area. ⊡



Newly Weds Foods, Inc., at 4140 W Fullerton Avenue, has been providing jobs to the surrounding community since 1932.

FIGURE 27: PULASKI CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

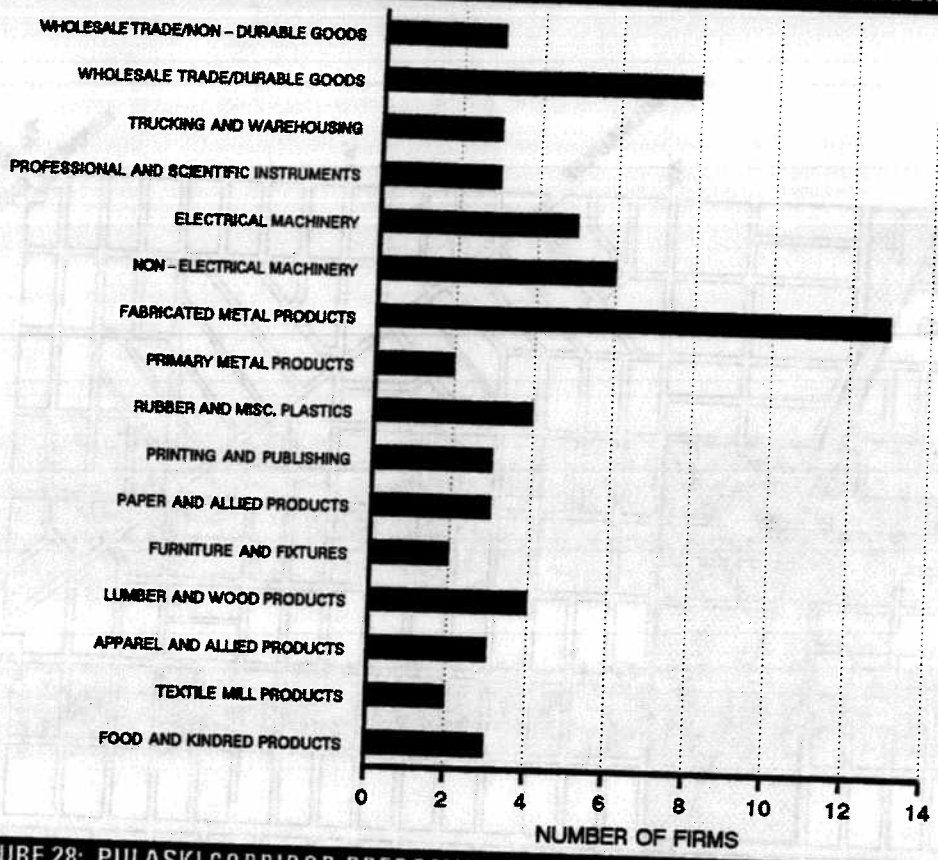
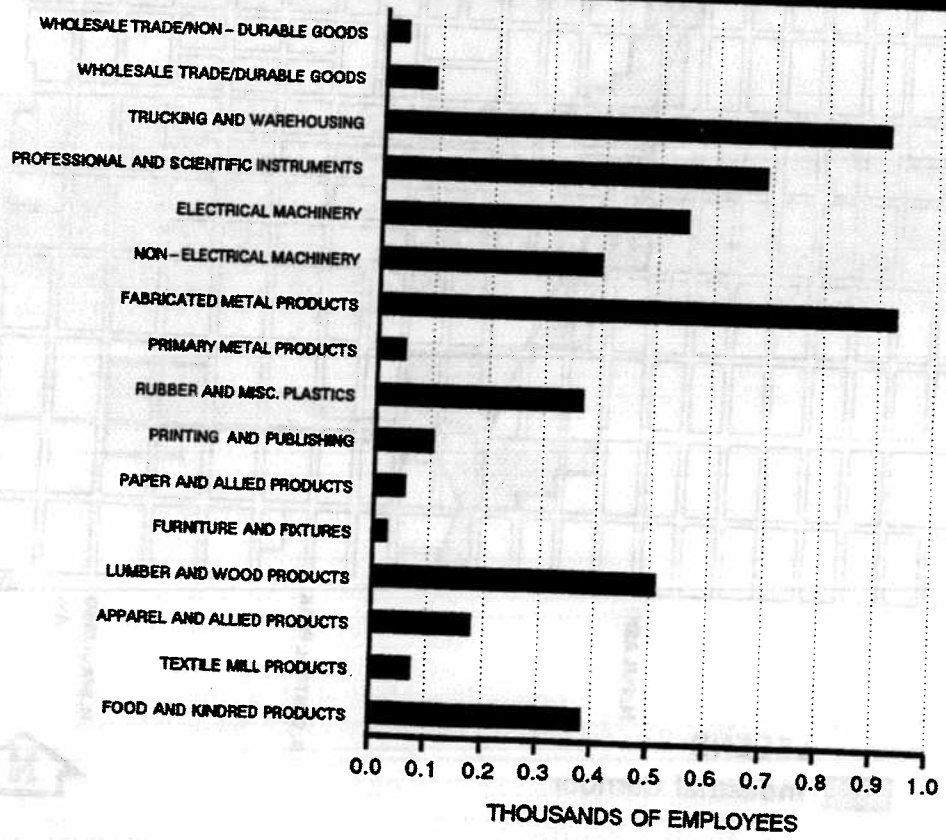
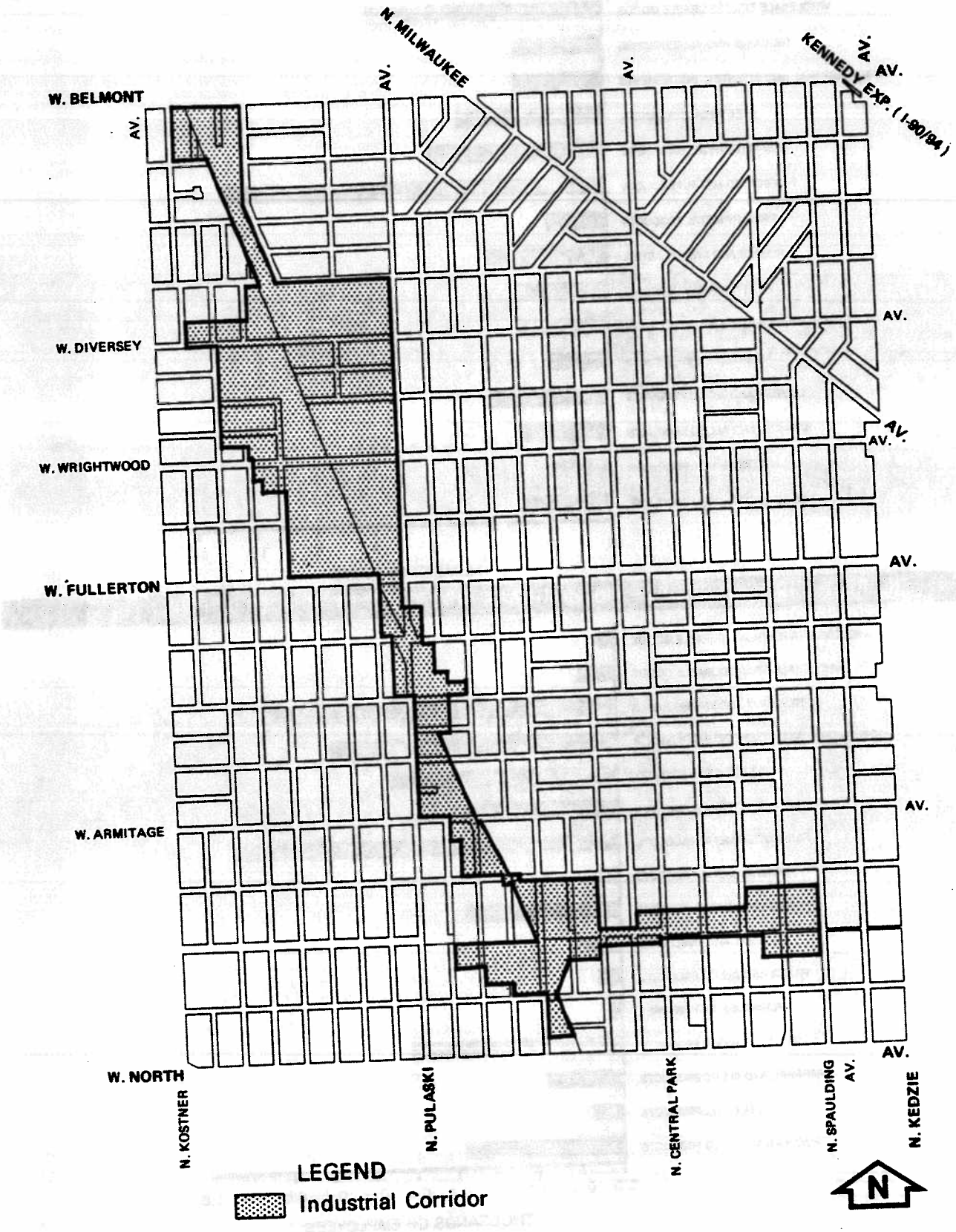


FIGURE 28: PULASKI CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



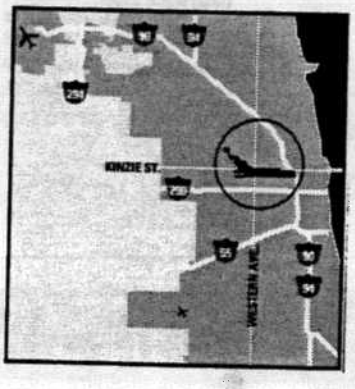
SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING

FIGURE 29: PULASKI CORRIDOR



Kinzie Industrial Corridor

THE KINZIE INDUSTRIAL CORRIDOR CONSISTS OF 675 ACRES OF LAND ZONED primarily for manufacturing. The corridor lies within the area bounded by Division Street on the north, Halsted Street on the east, Lake Street on the south and Central Park on the west. It lies immediately west of the City's Central Business District. The Chicago & North Western railroad and the CTA's Lake Street Elevated generally serve as the area's northern and southern boundaries.



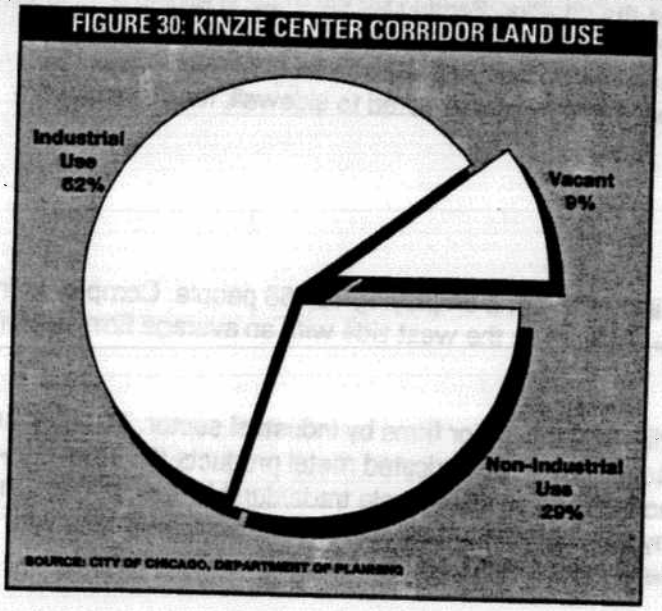
The industrial character of the area was shaped early in Chicago's history. The Galena and Chicago Union railroad, the first railroad leading into Chicago, laid its tracks along Kinzie Street by 1851. Shortly thereafter, the Chicago & North Western followed with its line. Rail yards remain a significant feature of the northwest section of the Kinzie Corridor.

Industrial Land Use

Land use in the Kinzie Corridor is 62% industrial, 29% non-industrial and 9% vacant. The Corridor consists of three areas of related industrial activity.

The area between Ogden Avenue and Halsted Street is primarily zoned for commercial uses (C3-5) and is a dense mix of single and two-story buildings comprising Fulton Market, Chicago's wholesale meat and seafood market. Non-food uses that exist in the market tend to be small manufacturers and other distribution firms, land uses that are compatible with food wholesaling and processing. Additionally, a significant amount of vacant and underutilized land exists in the market area, particularly north of Fulton Market along the Chicago & North Western railroad tracks.

FIGURE 30: KINZIE CENTER CORRIDOR LAND USE



The west end of the corridor, between Grand Avenue, Kinzie Street and Sacremento Boulevard, is anchored by the Chicago and Northwestern and Metra rail yards. These yards are used to service and store passenger

Daily Meat Supply, located at 948 West Fulton Market, is representative of the type of meat and seafood wholesalers located in the Fulton Market.

coaches for the commuter rail industry. This area also contains other large employers such as the Lakewood Engineering and Manufacturing Company, a manufacturer of metal specialties in the international market.

The midsection of the corridor is dominated by industrial uses with non-industrial activity limited to the edges along Lake Street and Grand Avenue. Recently there have been a large number of land use conversions occuring along Grand Avenue.

A total of 76 acres of developable land is available throughout the corridor for expansion and new development. The most significant area of vacant and underutilized land is bordered by Lake, Fulton, and Oakley Streets and Ashland Avenue. This area provides an excellent industrial expansion opportunity because of its size and close proximity to the Central Business District.

Industrial Infrastructure

Truck traffic can access the Eisenhower Expressway(I-290), one mile south at Sacramento Boulevard and California, Ashland and Western Avenues. The main access to the Kennedy/Dan Ryan Expressway (I-90/94) is via Lake Street, Ogden Avenue or Randolph Street.

The Chicago & North Western Transportation Company provides rail freight service to the entire corridor along Kinzie Street. East of and parallel to Talman Street the Chicago & North Western railroad runs south connecting the corridor with the Chicago & North Western intermodal terminals at 14th Street and Western Avenue.

The City of Chicago has invested $20.1 million in capital improvements to the Kinzie Corridor since 1983. Traffic circulation within the corridor has been improved through the reconstruction of Fulton Street from Damen Avenue to Ashland Avenue and of Carroll Street from Leavitt to Ashland Avenue.

The CTA's Lake Street Elevated provides passenger rail service to the entire corridor. In addition, two Metra lines, the Chicago & North Western and the Milwaukee District, service the corridor. Parking for clients and employees in the densely developed areas of the corridor can be a problem. One innovative solution, applicable in other areas, was recently implemented on Carroll Street. This pilot project utilized the space otherwise dedicated to sidewalk for the construction of diagonal parking.

Industrial Base

The corridor includes 515 industrial firms employing 16,568 people. Companies in the corridor are overall the smallest on the west side with an average firm size of 32 employees.

Figure 31 shows the distribution of corridor firms by industrial sector. The largest of these sectors by number of firms are fabricated metal products (13%), wholesale trade/non-durable goods (10%) and wholesale trade/durable goods (7%). The largest of these sectors by employment are non-electrical machinery and equipment (15%) fabricated metal products (14%), and food and kindred products (13%), (see Figure 32).

FIGURE 31: KINZIE CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

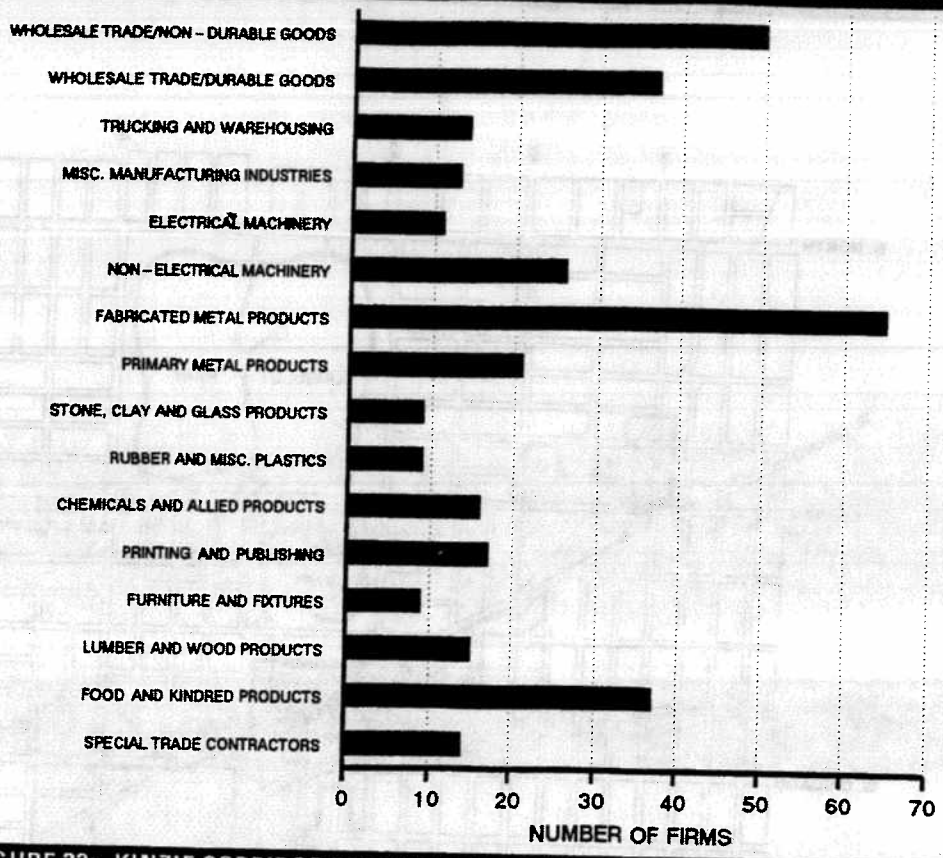
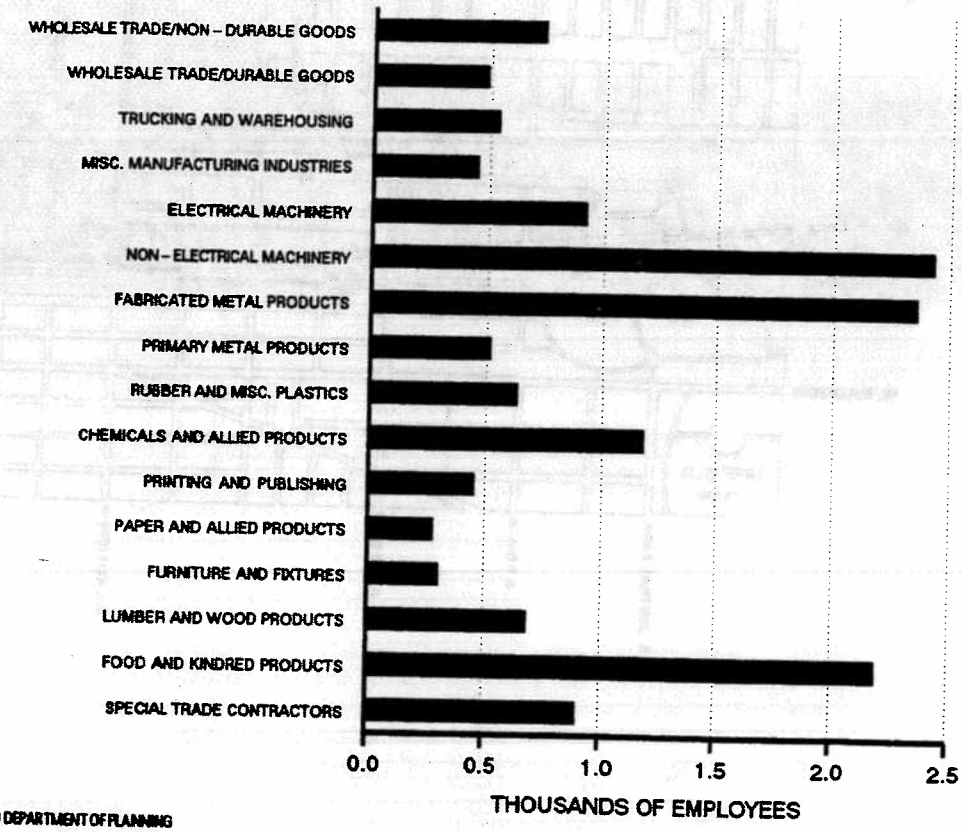
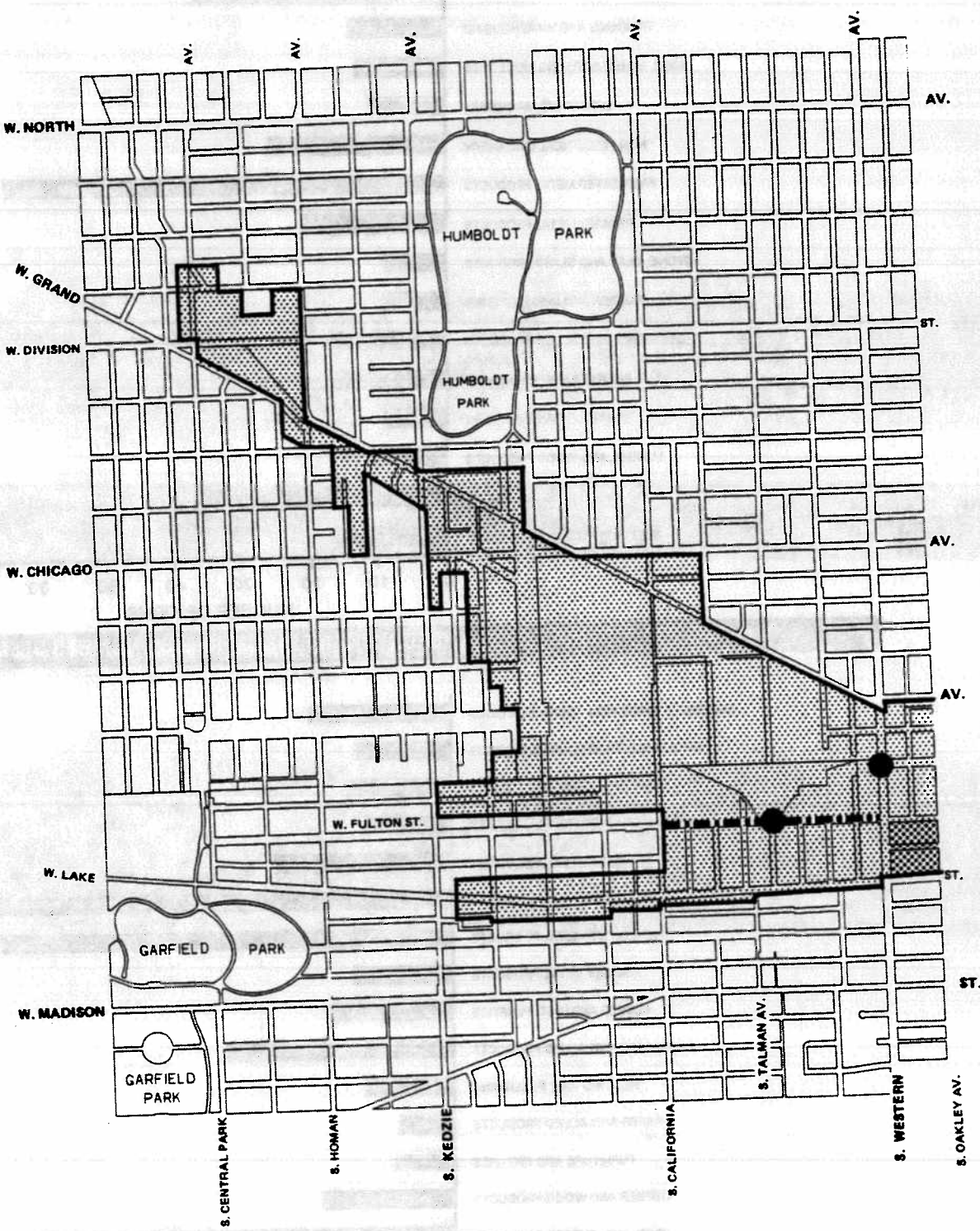


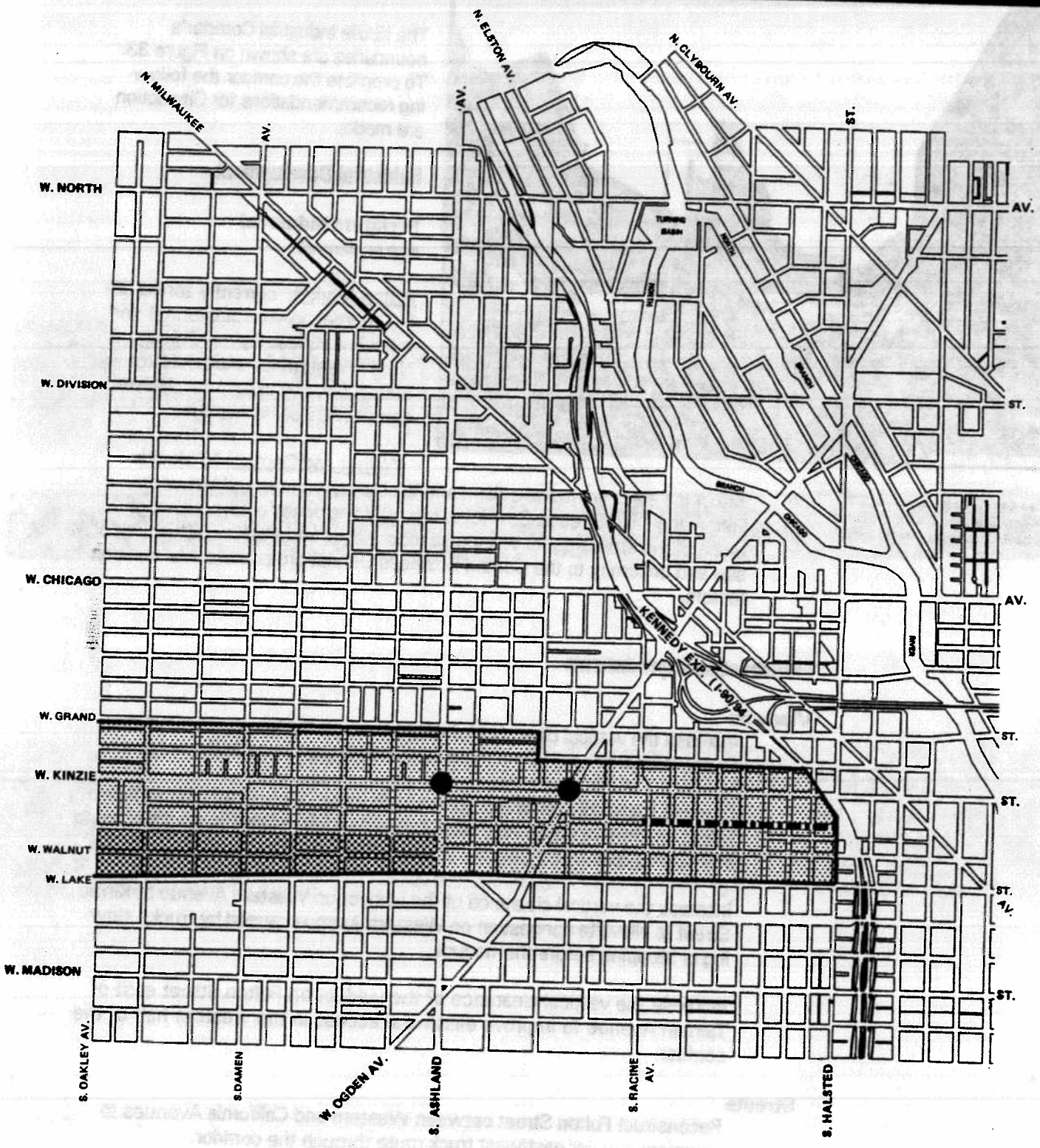
FIGURE 32: KINZIE CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OFEMPLOYEES

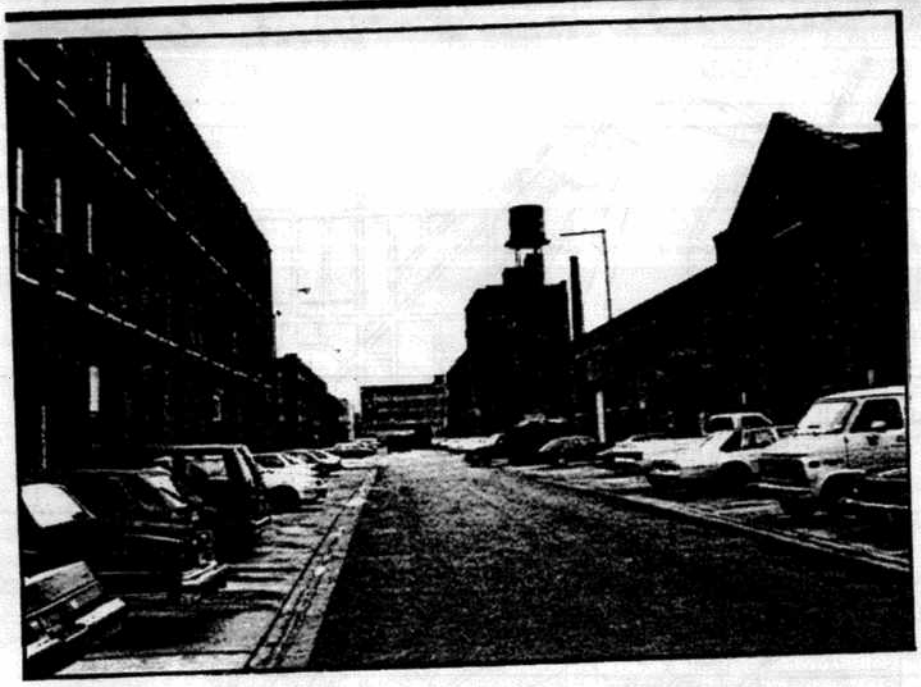


SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING

FIGURE 33: KINZIE CORRIDOR




N. ELSTON AV.
N. CLYBOURN AV.
N. MILWAUKEE AV.
W. NORTH
W. DIVISION
W. CHICAGO
W. GRAND
W. KINZIE
W. WALNUT
W. LAKE
W. MADISON
KENNEDY EXP. (I-90/94)
S. OAKLEY AV.
S. DAMEN
W. OGDEN AV.
S. ASHLAND
S. RACINE AV.
S. HALSTED
LEGEND
Industrial Corridor
Industrial Expansion Opportunity
Proposed Viaduct Improvement
Proposed Street Improvement
N



The Fulton-Carroll Center, located at 2023 West Carroll Avenue, is a multi-tenant incubator housing over 150 firms.

Recommendations

The Kinzie Industrial Corridor's boundaries are shown on Figure 33. To promote the corridor the following recommendations for City action are made:

Industrial Development

Facilitate industrial expansion at:

Fulton Market; currently zoned C3-5 (Commercial-Manufacturing) and roughly bounded by the Chicago & North Western rail lines north of Fulton Street, Lake Street, Halsted Street and Racine Avenue.

Walnut and Damen. 16 blocks within the area between Ashland and Western Avenues and between Fulton and Lake Streets. Several industrial firms operate here, although much of the area is either vacant, abandoned, or underutilized. This area's size and proximity to the Central Business District are positive site location factors.

Infrastructure Improvements

Viaducts

Increase the vertical clearance of the viaduct on Ogden Avenue at Kinzie Street to improve access to the corridor from the Kennedy Expressway.

Increase the vertical clearance of the viaduct on Ashland Avenue at Kinzie Street to alleviate congestion on Ashland Avenue caused by trucks slowing or stopping before the viaduct.

Increase the vertical clearance of the viaduct on Western Avenue at Kinzie Street to alleviate congestion on Western Avenue caused by trucks slowing or stopping before the viaduct.

Increase the vertical clearance of the viaduct on Fulton Street east of Talman Avenue to improve east/west access in the western half of the corridor.

Streets

Reconstruct Fulton Street between Western and California Avenues to complete a major east/west truck route through the corridor.

Reconstruct Carroll Avenue between Racine Avenue and Halsted Street to alleviate traffic congestion in the Fulton Market. ⊡

Industrial Park Opportunites

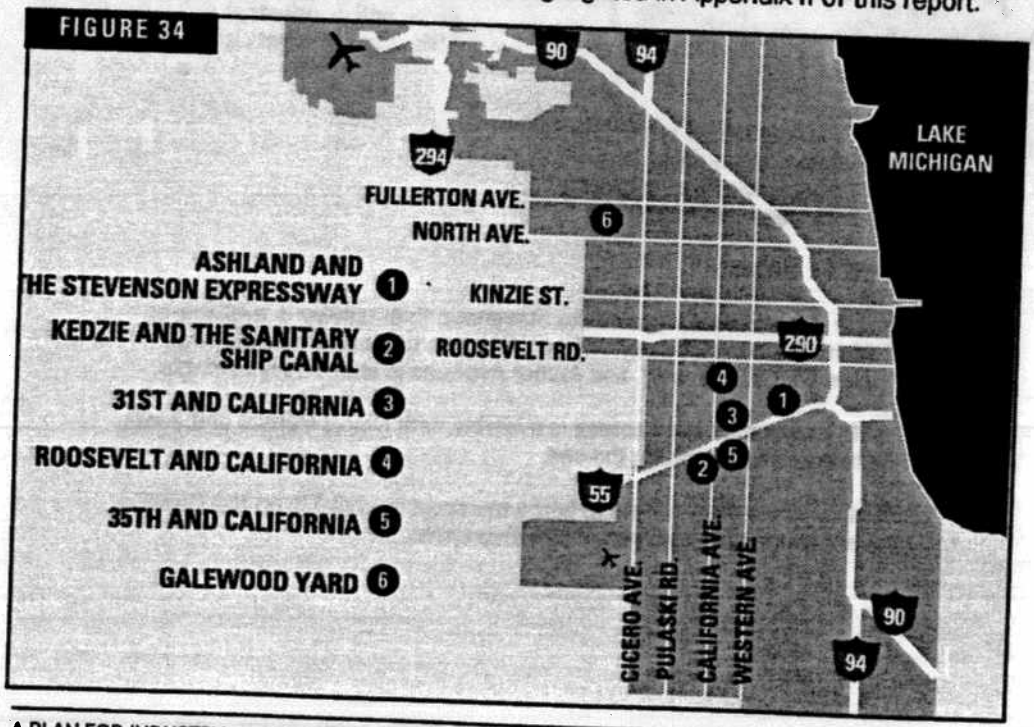
SECTION TWO

THE WEST SIDE OF CHICAGO OFFERS, AMONG ITS INDUSTRIAL LOCATION OPPORTUNITIES, six large parcels of land appropriate for industrial park development. Each of these potential sites and their characteristics are highlighted in the following section.

Factors taken into consideration in identifying these sites were the amount of vacant land available, the amount of underutilized land, the size and shape of parcels, the likelihood of easy assembly, and accessibility. Environmental evaluations were not made. Each site consists of at least 40 contiguous acres, large enough to permit several separate firms to operate in a planned park environment under unified management. All of the sites contain some parcels of vacant land or are entirely vacant. Those with active industrial users have no more than two employees per acre.

The City of Chicago is committed to actively working with the private market to turn industrial park opportunities into realities. Through its Department of Economic Development, the City provides coordinated development assistance in land assembly, financing, and regulatory review. In addition, the Department has in place a full program of incentives and supports to assist the industrial business locating in Chicago. These programs, including low-interest loans, tax exemptions and abatements, and infrastructure assistance, are highlighted in Appendix II of this report.

FIGURE 34

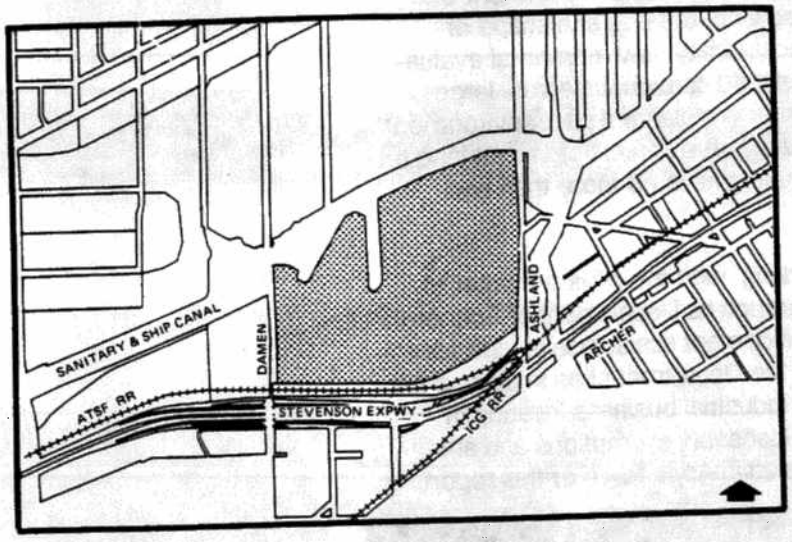


Ashland and The Stevenson Expressway

This site offers 110 acres of land located along the south branch of the Chicago River in the south-central portion of the Pilsen Industrial Corridor. Sixty acres house a vacant Sears distribution facility with the remaining acreage occupied by the Illinois Central and Santa Fe railroads, a barge operation and a material service company. In addition, there are 20 acres adjacent and to the west of the site, between Damen and Western Avenues, which should be considered in the long-term development of an industrial park.

Boundaries

The south bank of the South Branch of the Chicago River, Ashland Avenue, the Stevenson Expressway, and Damen Avenue.



Site Characteristics

Total Acreage:
110

Dimensions:
The site has an average length of 2500' and an average width of 1500'.

Industrial Buildings:
There are nine (9) industrial buildings covering 14% of the site area. These structures consist of seven (7) single-story and two (2) multi-story buildings.

Land Use:
45% active industrial
55% vacant industrial

Zoning:
C4 (Motor Freight Terminal District)
M3-4 (Heavy Manufacturing)
M3-3 (Heavy Manufacturing)
M2-3 (General Manufacturing)

Transportation Access

Road: Immediate access to the Stevenson Expressway is available at Ashland Avenue or Damen Avenue. Access to three preferred truck routes; Damen, Ashland, and Archer Avenues is also readily available.

Rail: Excellent railroad access is available with Illinois Central and Santa Fe railroads operating on the site.

Water: Immediate access to barge transport is available on the Chicago River and connecting Sanitary and Ship Canal.

Kedzie and The Sanitary Ship Canal

This site offers 52 acres of contiguous vacant M-zoned land. Although truck access is limited to Kedzie Avenue, Illinois Central and Santa Fe rail lines abut the site. Barge transportation on the Sanitary and Ship Canal is also available. The Metropolitan Water Reclamation District (MWRD) owns a portion of the site along the Sanitary and Ship Canal, and is seeking a tenant.

Boundaries

Illinois Central rail lines at approximately 33rd Street, Kedzie Avenue, the Chicago Sanitary & Ship Canal and the Santa Fe rail lines at Central Park Avenue.

Site Characteristics

Total Acreage:
52

Dimensions:
The site has an average length of 2500' and an average width of 675'.

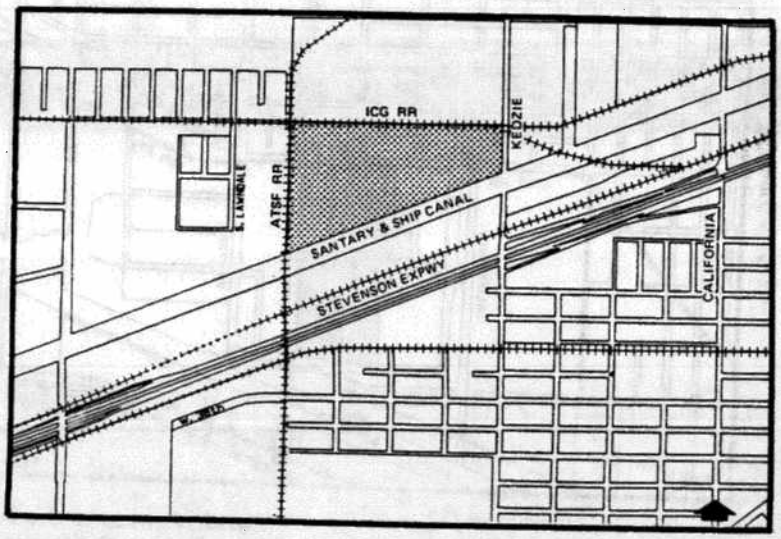
Industrial Buildings:
Except for the WVON radio station facility the site is completely vacant.

The station leases Metropolitan Water Reclamation District (MWRD) property.

Land Use:
93% vacant
7% industrial (radio station)

Zoning:

M3-4 (Heavy Manufacturing)



Transportation Access

Road: Access to the Stevenson Expressway is available one-half mile away at Kedzie or California Avenues.

Rail: Immediate access to the Illinois Central and Santa Fe railroads is available. Both railroads have rail lines which border the site.

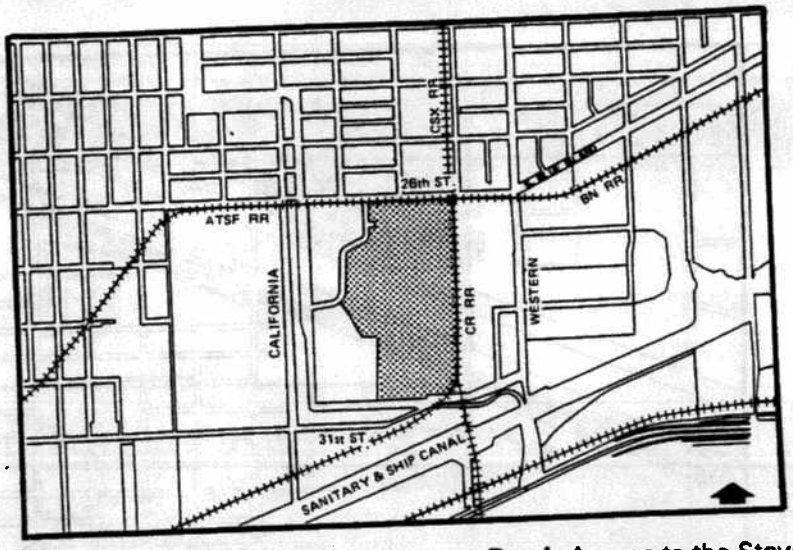
Water: Immediate access to barge transport is available on the Sanitary and Ship Canal.

31st and California

The Site offers 51 acres of vacant manufacturing zoned land. The majority of the site is publicly-owned. The site can be an excellent industrial park given the large amount of land available and access to both California Avenue and 31st Street. The park can also be set up as a Rail Access Development District. Four railroads - the Burlington Northern, CONRAIL, the Santa Fe and CSX operate on or have access to this site.

Boundaries

26th Street, the rail embankment west of and parallel to Western Avenue, 31st Boulevard and California Boulevard.



Site Characteristics

Total Acreage:
51

Dimensions:
The site has an average length of 2300' and an average width of 875'.

Land Use:
100% Vacant

Zoning

Industrial Plan Development No. 119
M3-3 (Heavy Manufacturing)

Transportation Access

Road: Access to the Stevenson Expressway is available one-half mile away at California or Kedzie Avenues.

Rail: Immediate access to the Burlington Northern, CONRAIL, Santa Fe and CSX railroads is available .

Roosevelt and California

The site offers 56 contiguous acres of manufacturing zoned land. This acreage assumes the vacation of several streets in the area. Several blocks have been cleared of abandoned buildings and are vacant. Use of the residential and business zoned properties adjacent to the west of the site to California Avenue should be given consideration should development take place.

Boundaries

All M-zoned land within the area bounded by Harrison Street, the Conrail Tracks west of Maplewood Avenue, Roosevelt Road and California Avenue.

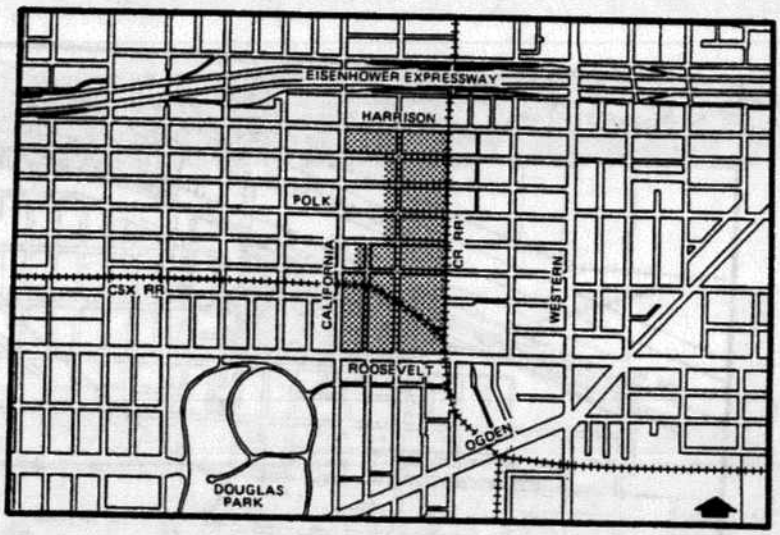
Site Characteristics

Total Acreage:
56

Dimensions:
This site consists of 14 blocks ranging in average length and width from 280' x 280' to 925' x 550'.

Industrial Buildings:
There are twenty-one (21) industrial buildings covering 22% of the site. These structures consist of eigh teen (18) single-story and three (3) multi-story buildings.

Land Use:
31% industrial
50% vacant
19% non-industrial



Zoning

M1-2 and M1-3 (Restricted Manufacturing)

Transportation Access

Road: Access to the Eisenhower Expressway is available immediately at California Avenue and one-half mile away at either Sacramento or Western Avenues. Access to three preferred truck routes; Roosevelt Road and Western and California Avenues is also readily available.

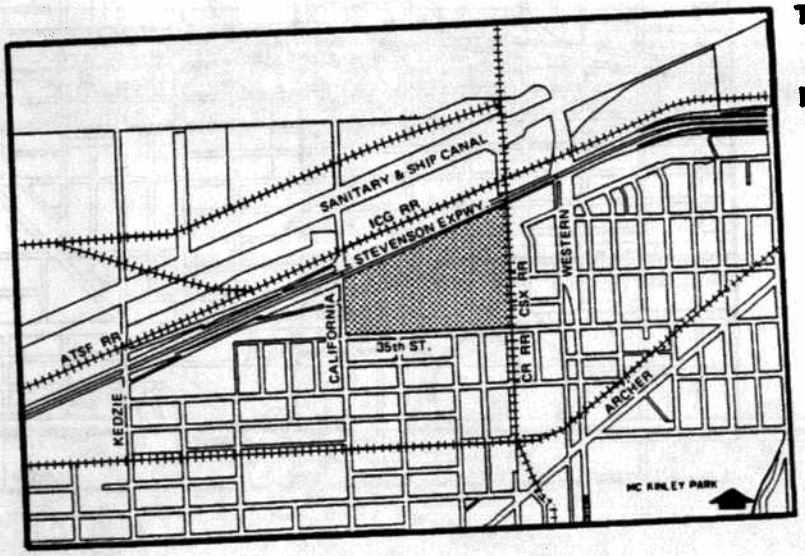
Rail: Rail access is available with Conrail tracks running through the southern portion and along the eastern edge of the site.

35th and California

This site offers a large expanse of industrial land adjacent to the Stevenson Expressway, providing an opportunity for park development. The Campbell's Soup complex, consisting of several multi-story industrial buildings, covers half of the site and will be vacated in approximately three years. An industrial incubator building occupies eight acres of the site. The remaining acreage is occupied by a gas station and truck wash.

Boundaries

Stevenson Expressway, CSX railroad tracks west of and parallel to Western Avenue, 35th Street and California Avenue.



Site Characteristics

Total Acreage:
44

Dimensions:
The site has an average length of 1900' and an average width of 900'.

Industrial Buildings:
There are seven (7) industrial structures covering 43% of the site area. These structures consist of three (3) single-story and four (4) multi-story buildings.

Land use:
86% industrial
14% commercial

Zoning

M2-3 (General Manufacturing)

Transportation Access

Road: Immediate access to the Stevenson Expressway at California or Kedzie Avenues. Access to two preferred truck routes; California and Western Avenues is also readily available.

Rail: Access to the Conrail and CSX railroads is available on the eastern boundary of the site.

Galewood Yard

This site offers seventy-five acres of land located in the core of the Armitage Industrial Corridor. Four and one-half acres are occupied by the former Archer Daniels Midland warehouse and grain elevators with the remaining acreage being vacant.

Boundaries

The extension of Armitage Avenue, Laramie Avenue, an irregular southern boundary north of Cortland Street, and Narragansett Avenue.

Site Characteristics

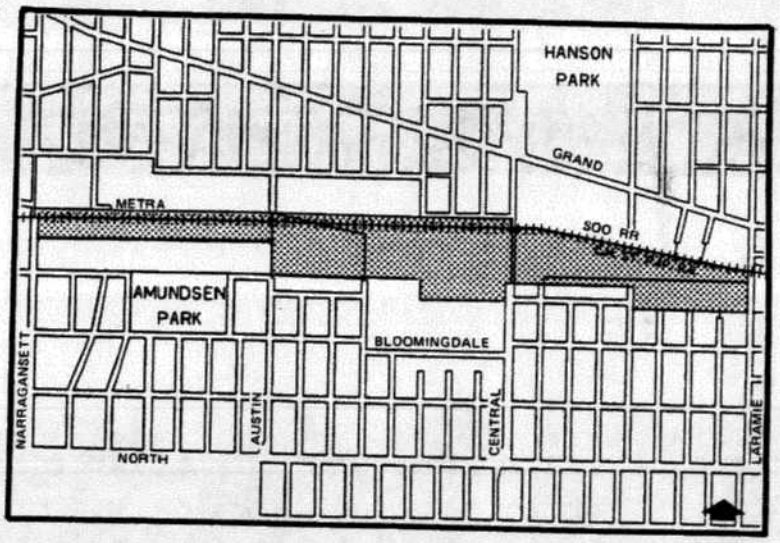
Total Acreage:
75

Dimensions:
The site has an average length of 5300' and an average width of 500'.

Industrial Buildings:
There are six (6) structures covering 2% of the site. These structures consist of five (5) single-story buildings and one (1) set of grain elevators.

Land Use:
2% industrial
98% vacant

Zoning
M1-2 (Restricted Manufacturing)



Transportation Access

Road: Access to the Eisenhower Expressway is available 3 miles away at Central Avenue. Access to the Kennedy Expressway is available 4.5 miles away at North Avenue. There is poor access to major truck routes. A new circulation pattern needs to be developed to serve increased truck traffic.

Rail: Excellent railroad access is available with the existing rail service (Metra/Soo Line) which runs along the northern border of the site.

Summary of Recommended West Side Infrastructure Improvements

APPENDIX I

Viaduct Improvements

THE WEAKEST LINK IN THE WEST SIDE TRANSPORTATION GRID IS THE VIADUCTS. MANY viaducts have clearances below 13'6", which is the standard height of most modern trucks; they lack height signage and have deteriorated road conditions underneath. These viaducts are critical for access to the expressway system and major truck routes on arterial streets, particularly Western Avenue. The viaduct improvements listed below are ranked according to priority. Priority was determined by truck traffic volume and linkage among several industrial districts. The height clearances should be increased on the following viaducts:

- Western Avenue at Kinzie Street
- Western Avenue between Ogden Avenue and 14th Street
- Western Avenue at 18th Street
- Kedzie Avenue north of the Sanitary and Ship Canal (two viaducts)
- Ashland Avenue at Kinzie Street
- Ogden Avenue at Kinzie Street
- Grand Avenue at Lamon Street
- 31st Street west of Western Avenue (two viaducts)
- Roosevelt Road and Kolmar Avenue
- Pulaski Road north of Fillmore Street
- Pulaski Road south of Ogden Avenue
- Pulaski at the CTA Douglas Rapid Transit Line
- Cermak Road east of Canal Street (two viaducts)
- Grand Avenue at the Belt Railway
- Armitage Avenue at the Belt Railway
- Cicero Avenue at the Metra tracks north of Grand Avenue
- 47th Street and Archer Avenue (two viaducts)
- Fulton Street east of Talman Avenue

Intersection Improvements

INTERSECTION IMPROVEMENTS REPRESENT THE NEXT PRIORITY IN EASING TRAFFIC CONGESTION in the corridors. The most critical is the intersection of Cermak, Blue Island and Ashland which needs increased turning radii for trucks and the additional of right and left hand turning lanes and accompanying signalization. Turning radii should be widened at Roosevelt/Cicero and Roosevelt/Laramie intersections. A full interchange on Cicero Avenue and the Eisenhower Expressway should be constructed.

Traffic signalization improvements should be investigated at the following intersections:

- Canal Street and 16th Street
- Cicero Avenue and Ferdinand Street

Street Improvements

The need for ongoing street repairs is evident. Heavy truck usage and drainage from viaducts assist in the deterioration of street conditions. The most important streets that warrant resurfacing or reconstruction are listed below.

- Fulton Street between Western and California Avenues
- Carroll Avenue between Racine Avenue and Halsted Street
- Laflin Street between Cermak Road and the South Branch of the Chicago River
- 21st Street between Canalport Avenue and Morgan Street
- Hoyne Avenue from Blue Island Avenue to the South Branch of the Chicago River
- Loomis Street from 21st Street south to a line which approximates 24th Street

TABLE 2: WEST SIDE INDUSTRIAL CAPITAL IMPROVEMENTS RECOMMENDATIONS

Location of Viaduct Improvements	Estimated Cost *	Jurisdiction
4840 West Grand	$800,000	City
4600 West Grand	$1,000,000	City
4600 West Armitage	$1,000,000	City
1840 North Cicero	NA	State
400 North Western	$250,000	County
400 North Ashland	$900,000	County
400 North Ogden	$800,000	City/State
2610 West Fulton	$650,000	City
1020 South Pulaski	$500,000	State
2030 South Pulaski	$300,000	State
2330 South Pulaski	$600,000	County
4600 West Roosevelt	$550,000	State
1350 & 1800 South Western	$1,344,000	County
2460 & 2500 West 31st	$800,000	City
3300 & 3330 South Kedzie	$900,000	City
400 & 430 West Cermak	$1,400,000	State
3600 West Archer	$1,000,000	City
TOTAL	$12,794,000	

Location of Street Improvements	Estimated Cost *	Jurisdiction
2440 to 2800 West Fulton	$2,500,000	City
800 to 1200 West Carroll	NA	City
900 to 1000 West 21st St.	$300,000	City
2200 to 2600 South Laflin	$2,750,000	City
2200 to 2800 South Hoyne	$1,650,000	City
2100 to 2400 South Loomis	$500,000	City
TOTAL	$7,700,000	

Location of Intersection Improvements	Estimated Cost *	Jurisdiction
16th and Canal	$125,000	City/State
Cermak, Ashland and Blue Island	$400,000	City/County/State
Roosevelt and Laramie	$350,000	City/State
Roosevelt and Cicero	$350,000	State
Cicero and Ferdinand	$300,000	City/State
TOTAL	$1,525,000	

*Estimated costs were generated prior to engineering studies.

City of Chicago Department of Planning and Development Programs to Assist Industrial Businesses

APPENDIX II

The Department of Planning and Development offers a variety of development incentive programs and reduced-interest financing to industrial businesses and developers that are developing a new facility, expanding or improving an existing facility, and are creating jobs for Chicago residents.

Low-Interest Loans For Industrial Firms

The Department of Planning and Development's Bank Participation Loan Program offers industrial firms long-term, below-market financing for the purchase of land and buildings; machinery and equipment; rehabilitation or new construction; and working capital. The City can assist with 20 to 50% of the total project cost, up to $350,000 citywide and up to $500,000 in Enterprise Zones. Interest rates are 75% of prime or 10% (whichever is lower at closing) or 3% in Enterprise Zones. The terms of the loan range from 3 to 15 years.

For more information, contact the Finance Division at (312)747-7379.

Business Infrastructure Assistance Program

The Department of Planning and Development's Business Infrastructure Assistance Program promotes the revitalization of certain industrial areas eligible for Federal funding by providing grants to cover part of the cost of certain infrastructure improvements. Improvements include all elements of public way infrastructure which may require either new installation, repair, replacement or relocation. Eligible improvements include but are not limited to, light pole and fire hydrant relocation; hazardous vaulted sidewalk elimination; traffic signalization; water and sewer lines; utility removal and relocation; sidewalk, curb, gutter and street improvements; and landscaping. The City can fund up to 50% of the cost.

For more information, contact the Development Assistance Division at (312)747-7352.

Facade Rebate Program

The Department of Planning and Development's Facade Rebate Program offers rebates of up to 30% of the cost of improvements to the exterior, or facades, for industrial businesses or buildings located in a moderate-income census tract or in an area formally designated as a slum/blighted area. Funding is provided for: complete facade renovation; exterior lighting; new signs, graphics, windows, doors, and certain types of security and energy conservation systems.

For more information, contact the Development Assistance Division at (312)747-7366.

Enterprise Zone Incentives

The Department of Planning and Development administers six state-designated Enterprise Zones in Chicago. Industrial firms locating or expanding in an Enterprise Zone will become eligible for several City and State incentives: An 8% combined Chicago and Illinois sales tax exemption available on building materials purchased from a Chicago business for use in real estate remodeling, rehabilitation, or new construction; an exemption from the real estate transaction tax; a property tax abatement which entitles a company to a 16% assessment level for eight years; a state jobs tax credit of $500 for each job created; and a state 1% investment tax credit on investment in real property.

For more information, contact the Development Assistance Division at (312)747-7375.

Tax Increment Financing (TIF)

The Department of Planning and Development's Tax Increment Financing (TIF) Program is used in the promotion of industrial and commercial development in distressed areas of the city. Within a designated TIF district, infrastructure improvements including sidewalks, sewers, purchase of land, demolition, and job training can be funded for a project that will encourage additional development in the area. The maximum period for a TIF district is 23 years. The funding source is a TIF Bond with a maximum term of 20 years. The bond size is determined by the amount of new property taxes paid and the amount of assistance needed.

For more information, contact the Development Assistance Division at (312)747-7364.

Commercial and Industrial Tax Reactivation Program

The Department of Planning and Development coordinates the acquisition and transfer of tax-delinquent properties to approved applicants through the Cook

County Treasurer's Office and the Cook County Board of Commissioners.

For more information, contact the Neighborhood Development Assistance Division at 747-7102.

One-Stop Shop

The Department of Planning and Development's Business Services Division helps expedite permits, licenses, and other approvals for businesses or development projects.

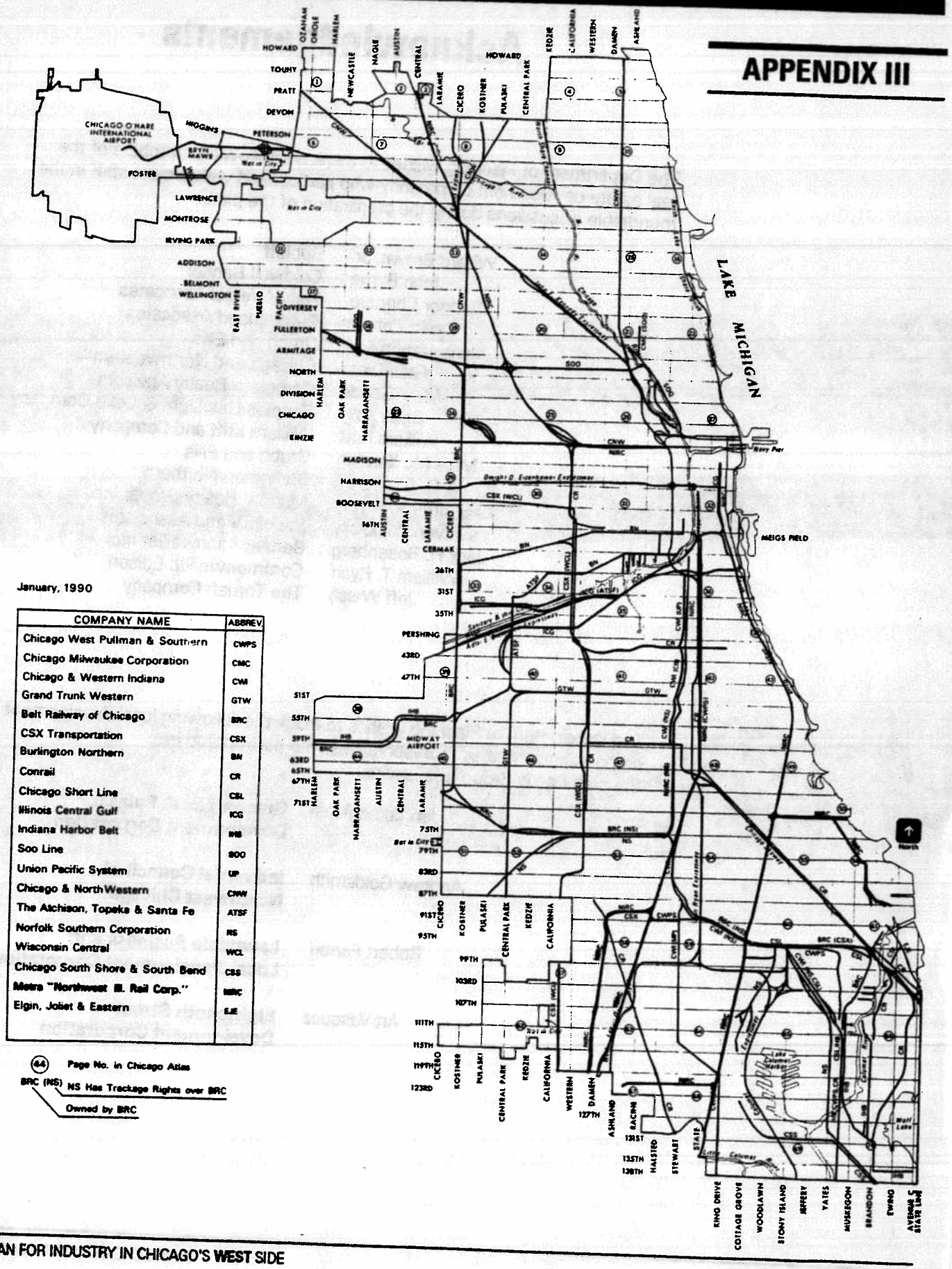
For more information, contact the Business Services Division at (312)747-7471.

International Trade Assistance

The Department of Planning and Development's International Division provides assistance to Chicago firms looking for export opportunities to develop new or expand existing international sales.

For more information, contact the International Division at (312)747-7398.

FIGURE 35: RAILROADS IN CHICAGO



January, 1990

COMPANY NAME	ABBREV.
Chicago West Pullman & Southern	CWPS
Chicago Milwaukee Corporation	CMC
Chicago & Western Indiana	CWI
Grand Trunk Western	GTW
Belt Railway of Chicago	BRC
CSX Transportation	CSX
Burlington Northern	BN
Conrail	CR
Chicago Short Line	CSL
Illinois Central Gulf	ICG
Indiana Harbor Belt	IHB
Soo Line	SOO
Union Pacific System	UP
Chicago & North Western	CNW
The Atchison, Topeka & Santa Fe	ATSF
Norfolk Southern Corporation	NS
Wisconsin Central	WCL
Chicago South Shore & South Bend	CBS
Metra "Northwest Ill. Rail Corp."	NIRC
Elgin, Joliet & Eastern	EJE

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APPENDIX III

Acknowledgements

The Department of Planning wishes to thank the following members of the real estate development community who participated with project staff in the roundtable discussions during the preparation of the plan.

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Brian Kelly	Peoples Gas Light & Coke Company
William Kritt	William Kritt and Company
Mike Mc Krernan	Grubb and Ellis
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Art Vasquez	**Eighteenth Street Development Corporation**